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TOPICS OF THE DAY

RESULTS OF THE "MONEY-TRUST" HUNT

THE NET RESULTS of the Money-trust hunt are now being inventoried by a vigilant press as the investigators end their grilling of money magnates and retire to draw up their preliminary report. One member of the committee avers that "we have made out our case; we have proved the concentration of credits in the hands of a few financiers; we are confident we can recommend laws to check this concentration." But the Washington correspondent of the Boston *Transcript* (Ind. Rep.), while admitting that "Mr. Untermyer has added further gravamen to the already palpable certainty that there is need for currency reform and for new banking laws," goes on to say:

> "But he has not investigated the Money Trust, for the excellent reason that his exhaustively prepared case has only gone to show that there is no Money Trust, but solely and simply an unincorporated association of financiers cooperating for the purpose of holding safe the business interests of the United States of America—in point of fact, a voluntary committee of national financial defense."

Salutary changes will follow the revelations, however, if other editorial experts are right. For instance, the Philadelphia *North American* (Prog.) predicts that from the effort to settle the money question will come "the new political alinement which will actually divide the country into progressives and reactionaries." According to this observer: "It is to be the great fight, not alone of the coming session of the new Congress and the first year of Wilson's Administration, but probably of the whole of Wilson's Administration and of the Administration to follow it; for, more than any other, it is the fight to eliminate special privilege and place the business and industry of the country upon an independent basis subject solely to the regulation and control of the people themselves." And this fight, it goes on to say, will concentrate on "the domination of the banks by the same combined interests which are seeking to control the industry and business of the nation." The Pujo committee's work, remarks the Springfield *Republican* (Ind.), "has been educational in a marked degree, in spite of the fact that Wall Street has had an attack of nerves during the inquiry's progress." And it adds: "The facts brought out concerning the relation between the big Wall Street banks and Stock Exchange speculation, concerning underwriting syndicates, interlocking directorates, the enormous power of private banking houses, and the concentration of bank resources and credits—all were facts that the public should know as thoroughly as possible." "Now if Congress shall decide that there have been too many intermarriages among large corporations," comments the Philadelphia *Public Ledger* (Ind.), "it should proceed in soberness, but not hysteria, to divorce them."

Just as the most startling evidence submitted against the alleged "Money Trust" was the Scudder tables undertaking to show how 180 directors control more than $25,000,000,000 of assets, so the strongest testimony evoked for the defense was the written answer to these tables put into the records by Henry P. Davison, of the firm of J. P. Morgan & Company. It is generally felt that this is the carefully considered reply of the Morgan firm, speaking through Mr. Davison as a mouthpiece. The gist of this statement is that there is no "Money Trust," and it carries conviction to such papers as the New York *Sun* (Ind.), *Times* (Ind. Dem.), and *Journal of Commerce* (Com.). The statement reads in part as follows:

> "There have been presented to your committee elaborate tables from which it has been inferred, and in many newspapers stated as 'proved,' that a 'group' of 180 directors 'controls' the assets of corporations whose aggregate resources are $25,000,000,000.
>
> "No such control exists and no such deduction can be properly made from these tables.
>
> "Those who have made such deductions have fallen into several obvious errors. They fail to observe, first, that of the total number of directorates in these particular corporations this 'group' represents only about one-quarter; second, that upon this assumption these men, in order to exercise 'control,' must act and vote in every instance as a unit, altho they come from different parts of the country and represent diverse and frequently conflicting interests; third, that upon this assumption the directors outside of this 'group' must be mere dummies with no voice or opinion of their own, who in almost every instance are overruled by a minority; finally, that this sum of twenty-five billions of dollars is not actual cash or liquid assets, susceptible of manipulation or misuse by the directors, the fact, of course, being that the great bulk of this enormous sum is and for many years has been tied up in the form of rights of way, rails, ties, equipment, factories, plants, tools, manufactured goods, and other forms of corporate property necessary for carrying on railroad and industrial business in the country."

The statement goes on to deny that New York's dominating position as the chief center of money and credit in this country is "due to the carefully laid plans of certain men who have brought about a condition which they may utilize for their own selfish ends." On the contrary—

> "The great accumulation of money and credits in New York

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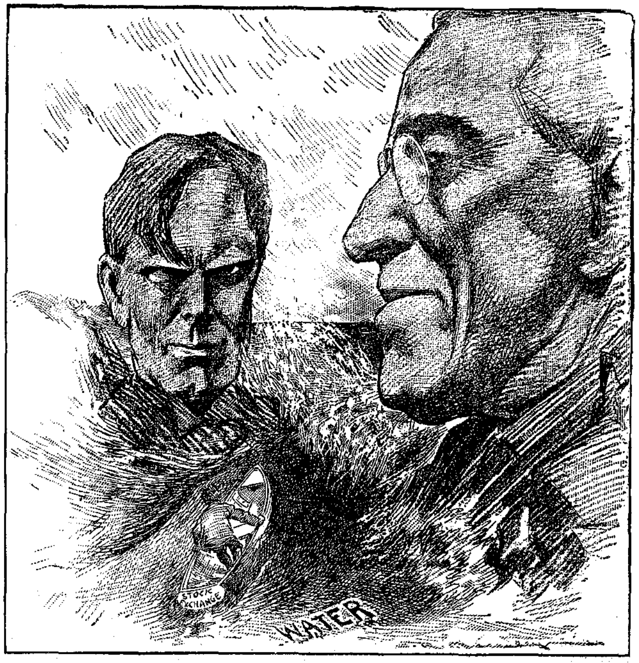
is due in part to purely economic conditions and in part to the defects of our banking system. Through the operation of the law in relation to cash reserves, interior banks necessarily carry hundreds of millions of dollars on deposits in New York. These same institutions, in order to maintain a secondary reserve subject to their telegraphic demand, keep in New York, in the form of call loans, many millions additional. If this country possest a proper and scientific banking system, such as is possest by almost every other civilized nation, interior banks would no longer be obliged to concentrate their 'reserves' in New York.

"In this connection it is important to note that, according to authoritative statistics, the country as a whole has been growing so rapidly that, whereas in 1900 New York city banks represented 23.2 per cent. of the banking resources of the United States, they now represent only 18.9 per cent. of such resources."



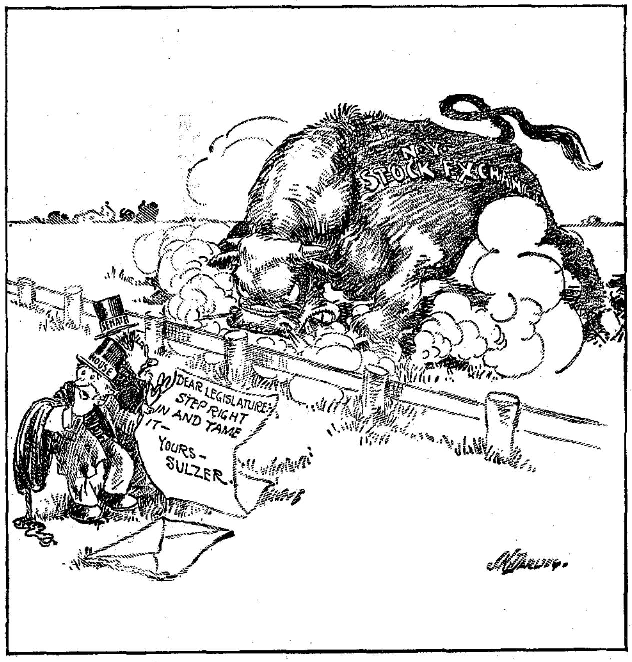
SCYLLA OR CHARYBDIS?

—Macauley in the New York *World*.

After specifically denying the existence of a "Money Trust" and citing figures to show that financial concentration is less marked in the United States than in England, Germany, and France, the statement concludes with a recognition of "serious defects in our present banking and currency laws," and an assurance that "to secure prompt and wise legislation in these matters our firm and, we believe, bankers throughout the country, will by every means within their power cooperate with Congress."

While Mr. Davison testified to his belief in "combination with regulation," Mr. George M. Reynolds, president of the second largest bank in the country, the Continental and Commercial National Bank of Chicago, told the investigating committee that the concentration of banking power and credit has already gone too far; that interlocking directorates in competing institutions are not justifiable; that voting trusts should not exist; and that there should be governmental supervision of clearing-house associations, with full publicity. And he declared himself a believer in competition, and willing to take his chances under its laws. But, as the St. Louis *Globe-Democrat* (Rep.) remarks, however the witnesses might differ in their theories and opinions, they all agreed "that reform in our financial system, or lack of system, is needed." Only the other day David R. Forgan, president of the National City Bank of Chicago, made the public statement that "we have just passed through sixty days of the tightest money since 1907, and if anything had blown up, we should have had another panic." And the cause of our peril he found in our archaic currency laws.

"If the Pujo Committee dislikes plutocracy," remarks the Brooklyn *Eagle* (Ind. Dem.), "let it devise a currency system that would not disgrace China, and the periodical emergencies will pass into history."


N.Y. STOCK EXCHAN
SENATE
HOUSE
DEAR LEGISLATURE: STEP RIGHT IN AND TAME IT— YOURS— SULZER.

THE GOVERNOR'S SPECIAL MESSAGE ON THE STOCK EXCHANGE.

—Darling in the New York *Globe*.

The faults of our stock exchanges, as well as of our currency laws, have had more than they desired of the limelight as a result of the Pujo Committee's investigation. In a Washington dispatch to the New York *Tribune* we read that both Mr. Untermyer and Chairman Pujo "have intimated that regulation of the stock exchanges of the country is the first step toward the curbing of the 'Money Trust'." One of the points most thoroughly investigated by the committee was the Money Trust's supposed domination of the New York Stock Exchange and the various clearing-house associations throughout the country. As summarized by the Washington correspondent of the New York *World*, the following facts were brought out regarding the transactions on the New York Stock Exchange:

"That 90 per cent. of the transactions on the Exchange are simply gambling transactions.

"That deliveries are made less than 9 per cent. of the time the stocks appear upon the ticker.

"That manipulation is generally accepted and that it is not brought to the attention of the Board of Governors until some broker has failed and endangered the standing of his fellow members.

"That the Exchange does not recognize the public; that the public need not speculate, and when it does it must accept the laws of the Exchange and the consequent losses, if it enters the arena, with absolutely no right to appeal to the Board of Governors if it is subjected to improper treatment.

"That the most heinous crime a member can commit is to injure himself, thereby endangering his own financial standing.

"The chart submitted to the Pujo Committee showed that less than 10 per cent. of the transactions were *bona fide*. Members of the Exchange did not dispute the figures."

So much attention did the committee devote to this side of the subject that the New York Stock Exchange was moved to prepare and submit a 24,000-word brief opposing incorporation, arguing that "no regulation whatever is within the power of Congress," and insisting that if evils exist in its methods, they can best be reformed by the Stock Exchange itself, rather than by any outside agency. It adds, however: "We are far from asserting that the State is without any power of regulation." The brief defends the rules under which the Exchange now operates, and declares in effect that manipulation, short selling, and general gambling are exaggerated by the general public; and it denies domination by "individuals or groups of individuals," declaring that the Stock Exchange's "only relation to the financial and commercial system of the country is that it is the place where a great proportion of the trading in securities is carried on." Money panics are laid to "the non-elasticity of the currency system and the fact that its volume continues substantially the same irrespective of the demands of business."

"If the Stock Exchange can so regulate itself as to command confidence and respect, it should have a chance to do so," remarks the New York *Journal of Commerce*, which adds that if there must be outside regulation, it will have to come from Albany, and not from Washington. In reply to the assurances that the Exchange will look after its own reformation, many papers remark that the country has been patiently waiting for it to do so ever since the publication of the Hughes Commission's report three and a half years ago. That commission, after pointing out certain abuses, stated that it refrained from advising incorporation because of its expectation "that the Exchange will in the future . . . be active in preventing wrong-doing such as has occurred in the past." And it added this warning: "If, however, wrong-doing recurs and it should appear to the public at large that the Exchange has been derelict in exerting its powers and authority to prevent it, we believe that the public will insist upon the incorporation of the Exchange and its subjection to State authority and supervision." Since then, says *The World*, "the Stock Exchange has done nothing to reform itself," and now its case is taken up by Governor Sulzer in a special message to the New York legislature. After alluding to the facts brought out by the Pujo Committee the Governor remarks that "it is now the obvious duty of the State, it seems to me, to devise the remedies;" and he goes on to urge prompt legislation touching such practises as the manipulation of stocks by fictitious transactions to deceive investors and affect prices, trading against customers' orders, bucketing orders and the issue of false statements as to the value of securities. "These things must be stopt; an enlightened opinion demands it," he declares. As did the Hughes Commission, he stopt short of asking incorporation. His recommendations are thus summarized by *The Wall Street Journal* (Fin.):

"NO SUCH CONTROL EXISTS."

Mr. Henry P. Davison, of J. P. Morgan & Co., ridicules the idea that a group of 180 directors controls the assets of corporations whose resources amount to $25,000,000,000.

"1. A law to distinguish clearly proper transactions of purchase and sale from those that are the result of combinations to raise or depress artificially the price of securities without regard to their true value or legitimate supply and demand.

"2. A law to prohibit brokers from selling backward and forward among themselves blocks of a particular stock, with intent to deceive or mislead outsiders.

"3. A law to prohibit brokers from selling for their own account the same stocks they have been ordered to buy for their customers at the time the customers' orders are executed.

"4. A law clearly prohibiting insolvent brokers from continuing to buy and sell after they become insolvent.

"5. A law making it a criminal offense 'to issue any statement or publish any advertisement as to the value of any stock or other security, or as to financial condition of any corporation or company issuing or about to issue stock or securities, where any promise or prediction contained in such statement or advertisement is known to be false or to be not fairly justified by existing conditions.' "

If some of these recommendations become law, says this Wall Street paper, "they would seriously hamper the present effective control of the Stock Exchange over its own members." And it goes on to analyze the Governor's suggestions as follows:

"No. 1 would be difficult to enforce. It represents a condition which is not under control of the Stock Exchange at all. The motive in a purchase or sale is what the buyer or seller thinks it is. If the law were properly drawn, the effect would be to prohibit pool operations in stocks, and these are sometimes entirely proper in making a market.

"No. 2 is merely enacting into law the Stock Exchange rule against fictitious transactions, popularly known as 'wash sales.' It is a law which the Stock Exchange can enforce better than the State, and it does not cover 'matched orders,' which come from outsiders beyond the control of the Exchange. In such a case the buying and selling brokers execute their orders in good faith, as neither knows the source of the other's order. Legislation in other countries has utterly failed to prevent this without destroying a free market.

"The law against bucketing, which is No. 3, is already in force in the Stock Exchange, and could only be enforced by the State by the use of inquisitorial powers, such as the United States Constitution would probably not sanction.

"The fourth law is needed. The Stock Exchange could enforce the provision in some measure by a more drastic regulation of the business of its members, which is in its power now, but would not be if the Exchange were incorporated. The offense, however, in effect is embezzlement, and should be made a felony.

"The fifth proposal in a vague way tries to enforce the provisions of the British Companies Acts. It has virtually nothing to do with the Stock Exchange, and it would not be operative on companies incorporated elsewhere than in the State of New York, provided the advertising were done outside the State."

The Stock Exchange's president, James B. Mabon, states through the press that "we are ready to cooperate in every way with the Governor."

Several papers, in the meantime, detect a special significance in the recent slump in the prices of seats in the Exchange—in the last three months nearly a dozen of these having sold at prices averaging about $15,000 below the usual rate. This moves the New York *Evening World* to remark:

"Real business is nerving itself to cast off its false and flashy parasite. Gambling shares are going down. Seats at the roulette table are not as valuable as of yore. These gentlemen will presently have to earn money, instead of just 'making' it."

RESTRAINT OF TRADE AT SEA

THE INVESTIGATOR OF MONOPOLY does not travel far on his road, observes a Boston editor, "without coming on evidence showing that it soon passes from state to national and from national to international areas of inquiry and action." So that writers who believe that recent testimony taken before the House Committee on Merchant Marine and Fisheries does reveal the existence of a "shipping trust" are not quite certain what we ought to do about it. The most practical suggestion, so far, comes from Congressman Humphrey, who has introduced a bill in the House barring from the Panama Canal all American or foreign vessels in "combines and conferences." Some of the first witnesses examined by the committee, notes the New York *Tribune*, could testify only to circumstances indicating the existence and influence of a shipping trust. Yet, continues this paper, there was one who claimed the most positive knowledge of the trust and its methods, "because his own concern had entered into contract relations with it and was receiving from it a 10 per cent. rebate on coffee freights from Brazil in consideration of its not patronizing any competing lines." Another importer told about a 5 per cent. rebate from the River Plate. Testimony regarding the South American trade showed, according to *The Tribune's* summary, that South American shippers to this country "have been restrained by contracts, by the rebate system, or by other influences from patronizing any other than trust or 'conference' lines." Much of our own coastwise shipping is also in the grip of a monopoly, asserted a steamship owner, who said he was forced out of the Porto Rico trade and was discriminated against by a combination of railroads and rival ship-owners. Even more important was thought to be the admission by Mr. A. S. Franklin of the International Mercantile Marine Company that practically every steamship line running out of New York is a party to a conference agreement regulating ocean traffic and that nearly every ship sailing between Liverpool and the United States is operated by a holding company. Finally, a New York freight representative of foreign steamship companies informed the committee that the shipping business of the world was largely controlled by a group of conferences, of which he mentioned the Caribbean, Mediterranean, North Atlantic, Atlantic Freight, South American, Australian, South African, River Plate, and Argentine. So, concludes the Philadelphia *Public Ledger*, "it appears that the sea is by no means free."

Carrying on the same thought, the New York *Journal of Commerce* remarks upon the general understanding that there can be no monopoly upon the free waterways of the ocean:

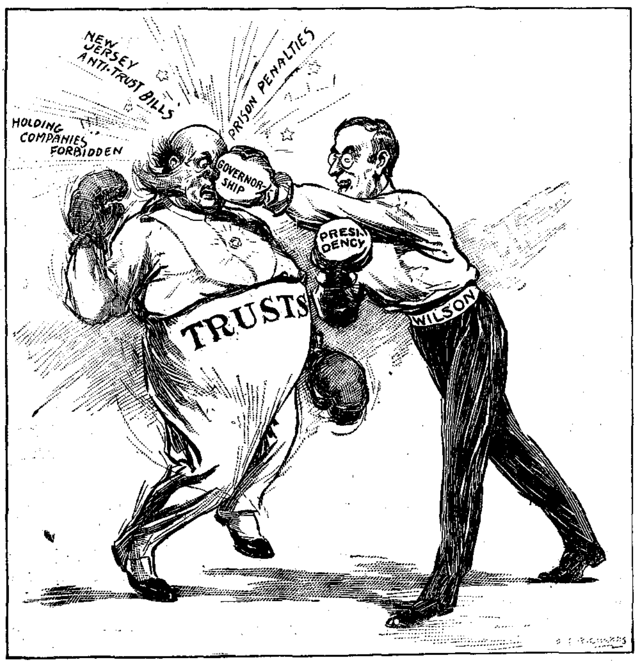
> "This is still theoretically true; but there is no denying that established lines with regular sailings between the principal seaports of trading countries have an advantage over newcomers and 'tramps,' which might secure traffic by competing in rates. If they combine by 'conference' agreements or understandings to 'pool' the traffic on their routes and apportion it among themselves at rates agreed upon, they may greatly increase that advantage by contracts with shippers for liberal rebates on condition that they employ no other vessels, and enforcing their contracts by refusing service if they are in any case violated. They may, in fact, have something near an invulnerable monopoly so long as the combination is effectively kept up. Presumably they can, if they will, discriminate between the shippers and the trade of one country and another."

If such a situation really exists, continues the New York daily, and "has such effect upon trade as is alleged" by witnesses before the Congressional committee, then,

> "It is a serious question what is to be done about it. One suggestion of a remedy before the committee was ship subsidies equal to those paid by foreign governments to ship-owners and an amendment of the Antitrust Law making it a penal offense to rebate or discriminate. This has a futile sound. There is no evidence that the governments under whose flag the conference lines operate pay subsidies on their account. If they do, merely offsetting them would have little effect. It is not clear how penalties for rebating and discrimination could be enforced against foreign ship-owners, unless by excluding their vessels from our ports or subjecting them to discrimination in their use. What effect that would have on our trade is a serious consideration."

The Boston *Christian Science Monitor* wonders if the trust investigator is not now "up against a very much more complex and far-reaching problem than he had anticipated"—

> "The American monopoly that he attacks may be only retaining certain forms of business for the United States because by monopoly it is made weighty and powerful enough to compete with groups in other nations. Thus the argument often runs that is put up by defenders of monopoly. But what if the craft or the industry be internationalized as well as centralized? What if a group of producers of a limited number of nations set



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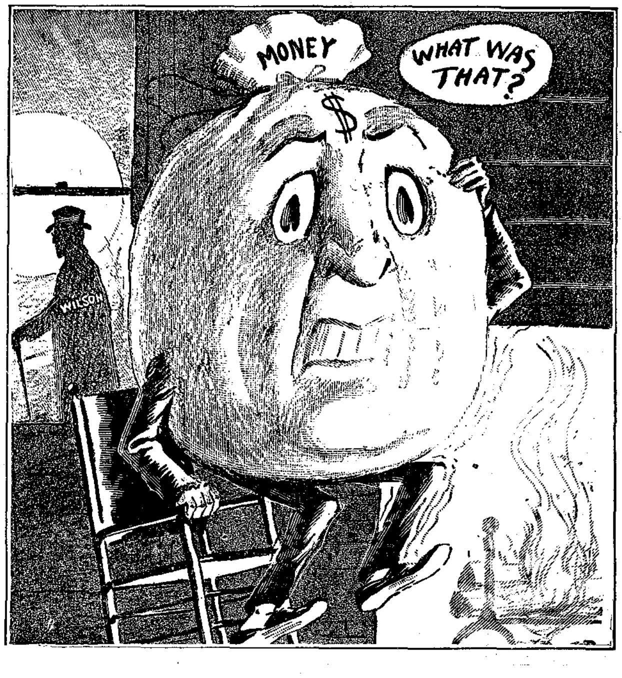
AND HE HAS ANOTHER COMING.

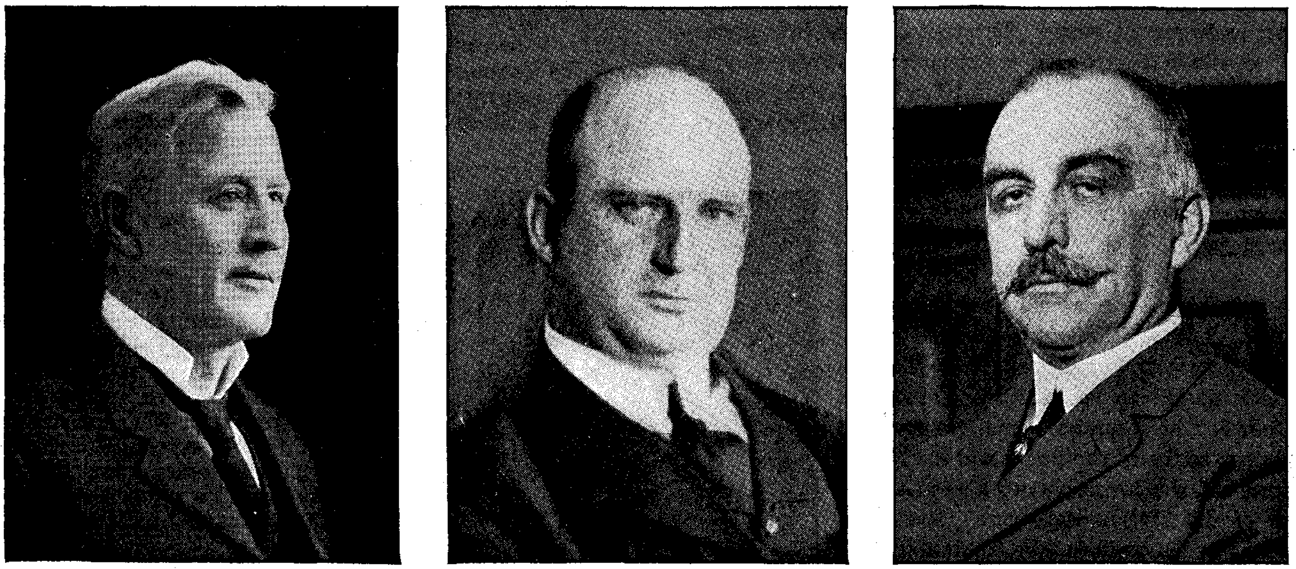
—Richards in the Philadelphia *North American.*



EASILY FRIGHTENED.

—Harding in the Brooklyn *Eagle.*

SOMETHING COMING TO HIM.



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JOSHUA W. ALEXANDER,
Chairman of the House Committee on Merchant Marine and Fisheries.

P. A. S. FRANKLIN.
He testified that the Atlantic steamship lines operate in agreement.

LORENZO DANIELS,
Who defended rebating and rate-regulation by ocean carriers.

THE CHIEF "SHIPPING TRUST" INQUISITOR AND TWO OF THE WITNESSES.

about taking toll of the consumers of all nations? Such action is not improbable; it has been taken already."

A vigorous defense of the shipping interests was made before the investigating committee by Mr. Lorenzo Daniels, American agent for the Lamport and Holt Line. As he views it, "rebating is merely premium-giving," and "the practise does not have the stigma attached to it in Europe that it does in this country." He declares that the members of the conference had to work together or they could not do business, but insists that there is no monopoly—"There is absolutely a free sea between this country and South American ports, and the conference lines have never made it their business to wipe out competitors for this trade." This combination, which, according to Mr. Daniels, does not restrain, but rather develops, commerce, operates on the following plan:

> "Rate-regulation to prevent indiscriminate competition that would retard commerce and throw the steamship lines into bankruptcy.
>
> "Conference offices in London and New York for the purpose of discussing methods of developing South American commerce.
>
> "Even freight tariff schedules, fixt in London on a parity with those existing in Germany, Great Britain, and other Continental points.
>
> "Regular sailing dates to prevent the berthing of vessels in ports where there were no cargoes, and the distribution of cargoes where necessary to vessels of the conference lines, to maintain an equilibrium and prevent losing voyages, because of lack of freight."

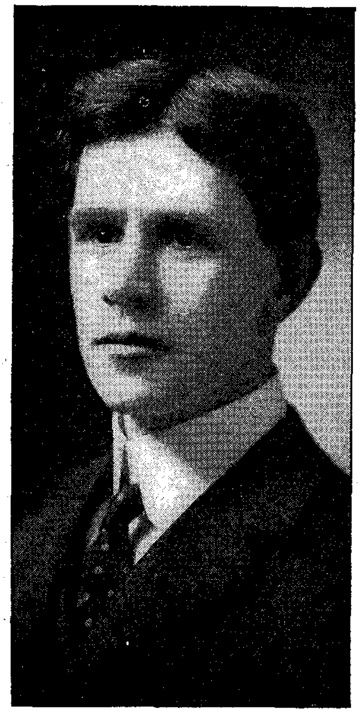
Another agent testified that rebating from the port of New York was given up simply because the practise was confusing to customers, and not "on account of the Sherman Antitrust Law, because the efficacy of this law, so far as the shipping combine is concerned, is yet to be determined by the Supreme Court of the United States." The same witness intimated that only a government itself without sin should be the first to cast stones at the accused shippers. For he had heard that the Panama Railroad, which is operated by the United States Government, had participated in conferences with the Atlas Line, which forms part of the combination, and which operates on the Panama coast. If this is true, he remarked, "it seems that our own Government is engaging in the very business which it is endeavoring to prevent the combine from doing, and which has been made the basis of a suit in the United States courts."

STATE INSURANCE IN WISCONSIN

THE FIRST STATE of the Union to go into the life-insurance business finds herself deprived of the services of the man who inaugurated the new system and who was expected to make it a success. Applications for policies have been steadily coming in, the papers tell us, and as soon as the number reached 500, the policies were to be issued. Mr. Herman L. Ekern, who has been State Insurance Commissioner of Wisconsin for eight years, "virtually drew up the Life Insurance Act and saw that it was passed," says the Chicago *Record-Herald*. Under his administration, and because of his "admittedly marked ability as an insurance expert, it was believed by nine persons out of ten that it would be a success." But, continues the Chicago paper, "now that Governor McGovern has accused him of illegal political activity and dismissed him, in what manner is the wandering child, the State Life Insurance plan, to get proper care and sustenance?" In *The Record-Herald's* Wisconsin correspondence we find hints that the political differences between Governor McGovern and Senator La Follette may be responsible for the removal of Mr. Ekern. The Governor, it will be remembered, came out for Roosevelt and led the Progressive party in his State. The Senator remained Republican in name and attacked the acts and motives of many leading Progressives in the columns of his weekly magazine. With these facts in mind the reader will not miss the fact that *La Follette's Weekly* also sees politics, or worse, in the Ekern dismissal. To quote this weekly:

> "Herman L. Ekern, in the wide field of insurance, is putting forward for Wisconsin the most original and soundly progressive work in constructive insurance legislation under way anywhere in the nation. It promises an enormous saving to the people of the commonwealth in both life- and fire-insurance. Perfected, it will retain within the State hundreds of thousands of dollars which now go to New York to swell the lump of great insurance companies, one of the principal resources of the masters of finance and speculation. . . . . . .
>
> "How much of this attempt to destroy his great work for the State is due to political malice and how much, if any, is due the machinations of the insurance combination of Wall Street, with which one George W. Perkins is connected, can not now be determined. . . . . . .
>
> "The people of Wisconsin will not submit to this. They will

not suffer this man or his important service to leave upon any pretext, however disguised."



HERMAN L. EKERN,

Who devised the Wisconsin State Insurance Act, but will not be allowed to administer it.

It seems to most observers, however, that the full success of the Wisconsin insurance plan can at most be merely delayed by the absence of its creator. The justification of State insurance, says Mr. Benjamin S. Beecher, of the Wisconsin Department of Insurance, is that "it represents an attempt on the part of the people to secure for themselves the best insurance at reduced cost by making use of the State offices already in existence." This feeling, continues Mr. Beecher, in his description of the Wisconsin law in *The Review of Reviews*, was intensified by the disclosures in New York in 1905. Massachusetts passed an act providing for the establishment of insurance departments in the savings-banks of the State, and a State insurance bill was favorably acted on in one branch of the Florida legislature. But it remained for Wisconsin to take the first step in this, as in so many things. The act was passed in 1911. By October 24, 1912, the necessary tables and data were prepared and the first application was formally received. As Mr. Beecher sketches the plan:

"Insurance may be granted to persons between the ages of twenty and fifty in amounts of $500 or multiples thereof. Until 1,000 policies have been issued, no more than $1,000 shall be granted on any one life and not more than $3,000 at any time. At present five plans of insurance are offered:

"(1) Ordinary Life; (2) Twenty-payment Life; (3) Endowment at Age Sixty-five; (4) Ten-Year Endowment; (5) Term to Age Sixty-five. Other plans, including annuities, will be issued later. . . . . . .

"The establishing of a fund does not mean that the State is appropriating money to conduct an insurance scheme or that premiums of the policy-holders are paid by the State, nor is the insurance compulsory on any one or any class. The fund is composed entirely of the contributions of the policy-holders. Life-insurance in its simplest form contemplates guaranteed payments of specific amounts to beneficiaries, or, in the case of endowments or surrendered policies, to the insured himself, made possible by premium savings contributed by all the insured within the class. The State under the present plan merely offers the services of institutions already in existence as a means of receiving and saving these premium payments and paying out the claims as they mature in accordance with the terms of the contracts.

"The Commissioner of Insurance, with his force of actuarial and clerical assistants, is made the administrator of the plan and the business is conducted through his office. Investments are made by the State Treasurer, who is ex-officio custodian of all funds received. The State Board of Health acts as a medical board to appoint local medical examiners in the various communities and to receive and pass upon the reports as to the insurability of the applicant. All State factory inspectors, State banks, county, town, village and city clerks and treasurers, are furnished with 'literature' and application blanks and are authorized to receive applications and premium payments. Thus only the employment of the necessary additional clerical help falls as an expense upon the policy-holder. As for office room, there is ample space in the new capitol building."

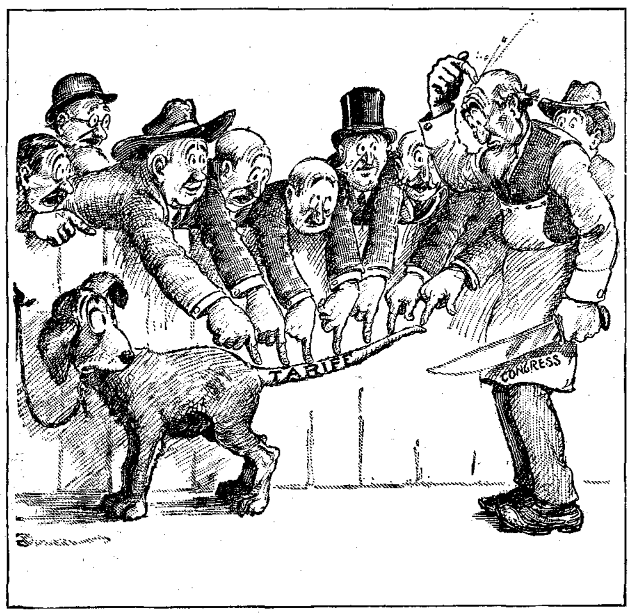
A comparison of the premium rates offered by the State with those of several leading companies tells how the people of Wisconsin will profit by patronizing their own government. The differences shown in these figures given by Mr. Beecher are due, he says, "to the difference in the addition for expense":

ORDINARY LIFE

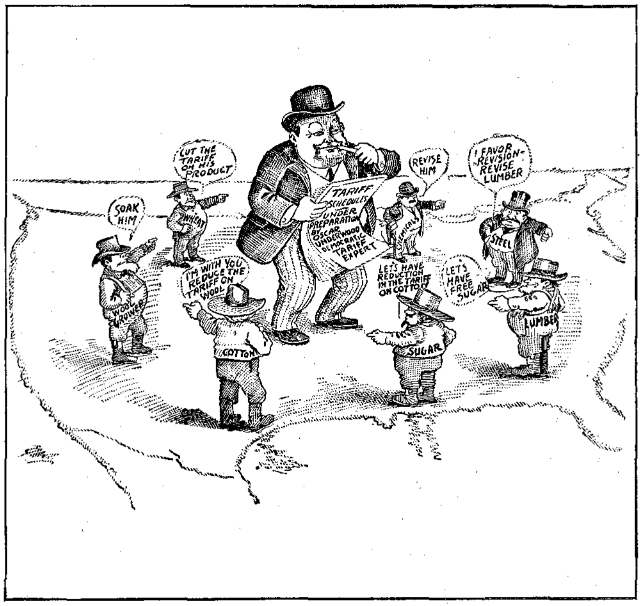
Age	Wisconsin Life Fund	Mutual Benefit	New England Mutual	New York Life	Northwestern Mutual
21	$18.16	$18.40	$18.90	$19.62	$18.76
30	21.96	22.85	23.50	24.38	23.31
40	28.92	30.94	31.70	33.01	31.56
50	41.57	45.45	46.60	48.48	46.36

In summarizing the advantages of the State plan, Mr. Beecher points out how "absolutely sound," *cheap, and extremely liberal* in its policy provisions it is. The insured is furnished with complete information, we are told. Moreover,

"The present forms may lead to provision for annuities to protect old age and perhaps to other forms of insurance. The ability of the State to meet a need through the present plan may determine its extension to the great and ever more pressing fields of sickness, accident, and invalidity insurance and workmen's compensation."



IN CHORUS—"You should cut it off about there."
—Bowers in the Newark *News.*


CUT THE TARIFF ON HIS PRODUCT
SOAK HIM
WHEAT
WOOL GROWER
TARIFF SCHEDULES UNDER PREPARATION BY OSCAR UNDERWOOD DEMOCRATIC TARIFF EXPERT
I'M WITH YOU REDUCE THE TARIFF ON WOOL
COTTON
REVISE HIM
CHEMICALS
I FAVOR REVISION- REVISE LUMBER
STEEL
LET'S HAVE REDUCTION IN THE TARIFF ON COTTON
SUGAR
LET'S HAVE FREE SUGAR
LUMBER

REVISING THE TARIFF.
—Bartholomew in the Minneapolis *Journal.*

IN THE MIDST OF COUNSELLORS THERE IS ——— ?

AN INTERNATIONAL STEEL TRUST

RUMORS of an international pool in the steel business have been bruited before now, but the first direct evidence of its existence, given under oath by one who was in a position to know, comes from W. E. Corey, the former president of the United States Steel Corporation, who has proved to be the Government's star witness thus far in the dissolution suit against the Steel Trust. On the day of Mr. Corey's first appearance on the stand, Colonel Roosevelt was called upon to explain his action in the Tennessee Coal and Iron case. But he told nothing new, simply reaffirming his declarations before the Stanley Committee, to the effect that: "Not one thing could have been known about the Tennessee Company which could have altered my action. I was dealing with a panic." So the press allow the testimony of an ex-president of the United States Steel Corporation to overshadow that of an ex-President of the United States. They admit that Mr. Corey, who is generally believed to have been forced out of his commanding position, may now be "wiping out old scores, and perhaps gratifying a personal resentment," but, as the Brooklyn *Eagle* observes, the seriousness of the blow at the Steel Trust "is not lessened by the unusual motive of the witness. It is now made a necessity for the Gary management to disprove what Corey has said, or to minimize the significance of the testimony." And *The Wall Street Journal* thinks Mr. Corey "has unconsciously performed a greater public service than any he offered as president of the United States Steel Corporation."

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WILLIAM ELLIS COREY.

A quarter of his fortune is in the Steel Trust, but he testifies against it.

Much of the Corey testimony was "only a verification or vindication," to use one editor's phrase, of charges against the Steel Trust which have been asserted by its critics in the daily press. But his admission of the existence of an international steel-rail pool, "whereby the price of rails has been maintained in this country at the uniform rate of $28 a ton for years," seems especially important in the eyes of newspaper observers. According to this testimony, notes the New York *Journal of Commerce* in a brief editorial summary:

> "Besides the United States Steel Corporation, the only other American companies engaged in making rails, the Lackawanna of Buffalo and the Pennsylvania Steel Company, were in the pool with the manufacturers of England, Germany, France, Belgium, and Austria. It was arranged at conferences abroad by Mr. Farrell, now president of the Corporation. Mr. Corey profest not to be conversant with the details, but believed there was an 'understanding' rather than a formal agreement which was generally carried out. This reserved to the various parties the markets of their several countries and divided the neutral field so that each should have its own allotment, free from trespass by the others. There could hardly be anything more complete, if this 'understanding' was strictly observed."

Other points are thus stated by the Springfield *Republican:*

> "In the same period, that is to say, in the decade ending in 1910, when Mr. Corey resigned, this international agreement for the partition of the world in the sale of rails was supplemented by an international agreement concerning the manufacture of armor-plate. There were also pools confined to the home market. There was a 'plate and structural' pool, embracing the trust and the independent producers which Mr. Gary knew of, according to Mr. Corey. And the late president of the trust was sure that the famous Gary dinners were the instrumentality for fixing prices in the American market."

This direct assertion of the existence of pools is of particular interest to many editors because of Chairman Gary's denial of their existence in testifying before the Stanley Committee. Judge Gary, the New York *Herald* remembers, "testified that he never knew of any such pools until the time he was informed about them and ordered them discontinued." But Mr. Corey is rather positive on this point, as may be seen by a glance at this bit of his cross-examination as it is reported in *The Iron Age* (New York, January 30):

> "Did you mean to say yesterday that Judge Gary knew about these pools, or merely about the rail pool, at or about the time they were wound up?"
>
> "He knew about them all the time."
>
> "Are you sure of that?"
>
> "Absolutely."
>
> "How do you know he knew about them?"
>
> "Because he attended the meetings."
>
> "What meetings did he attend outside of the rail pool?"
>
> "The plate and structural pools."

The one-time president of the Steel Corporation is a better witness against the trust than Andrew Carnegie, concludes the New York *World*, for, while Mr. Carnegie merely asserts that the steel industry needs no protection, Mr. Corey shows why. And the Springfield *Republican* also turns to thoughts of the tariff:

> "On top of all the tariff protection which these American steel-makers desired was erected this edifice of monopolistic extortion in the form of pools and agreements not only national but international in scope.
>
> "The Tariff Board made no report on the iron and steel schedules, but Congress will have information enough to justify action. Every fresh inquiry or investigation, every new witness who tells the truth, like Mr. Corey, adds to the strength of the indictment against the tariff rates which, in no small degree, were instrumental in making the American iron and steel industry the happy hunting-ground of trust promoters and monopolists."

The dissolution suit, editorial writers point out, will soon pass into the hands of a new Administration, "as part of its inheritance from President Taft and his Attorney-General," and its further history is awaited with interest. "Unless the combination can be resolved into its constituent companies, it is not certain that any useful purpose would be served by a dissolution," remarks the Philadelphia *Record.* And the Charleston *News and Courier*, which has no particular friendship for the Steel Trust, and expects the Democracy to succeed where the Republicans failed to cure this disease which has been allowed to fasten itself on the body politic, remarks that "If a cure can be effected without a radical operation, so much the better."

With the appearance of the successive Government witnesses, newspaper comment has naturally presented the case against, rather than for, the Steel Trust. But in a few weeks the defense will start in with its evidence, and there will be opportunity for quoting editorial argument on that side. Judge Gary will be the first witness for the corporation, the New York *Sun* informs us:

> "He will assert that he proceeded under the best legal advice obtainable in this country, and the climax of the defense will be a question something like this:
>
> "'If the Government smashed the Standard Oil Company for crushing competition and dissolved the American Tobacco Company for buying out competition, what can it do to the United States Steel Corporation, which slept in the same bed with its competitors?'"

UNSHACKLING JUSTICE

THE MOST VITAL SUBJECT before the country at this time is not the tariff or the monetary system, but the question of efficiency in the administration of justice, according to a vote of the members of the Council of the National Economic League. President Taft's utterances, the Supreme Court's revision of the rules of equity procedure, the movements toward codification and simplification of laws in several States, and the practical work being undertaken by the American Bar Association, indicate the general recognition of the need for swifter, simpler, surer, more impartial justice. And a judge of New York's Supreme Court has but recently declared with all the emphasis at his command that, in fact, all men are not equal before the law, and that unless lawyers, legislatures, and judges act, the people will do some rather rough reforming for themselves. The American Bar Association has recognized the justice of the lawyer's cries about the "law's delay," and a committee headed by Mr. Thomas W. Shelton is striving to effect a change which will bring "prompt and complete relief" so far as the Federal Courts are concerned. The Supreme Court, explains Mr. Shelton, has "just completed a system for the equity side in the Federal courts" (considered in our issue for November 16). Now let Congress give it the same power over the law side that it has over the equity side, "in order to bring about an immediate simplification, cheapening, and expediting of judicial procedure in the Federal courts." Mr. Shelton is very much in earnest. At present, he declares,

> "Federal judicial procedure on the common law side may be likened to crossing an out-of-date bridge in bad repair and with patch decking. The burden-bearer must minimize his load in order to apply his energy in getting over the pitfalls in the defective way. His skill, strength, and speed serve him and his employer but little purpose. The bridge ought to be destroyed, and a modern, complete viaduct erected, suitable to the times and the traffic.
>
> "Statistics would seem to indicate that just a little more than half the cases instituted are ever tried on their merits. In other cases much valuable time is wasted in conforming to technical requirements that serve no useful purpose. The courts, with rare exceptions, are not so much to be blamed. They are bound hand and foot by this archaic and conflicting pleading and procedure. A judge is only a part of judicial procedure, and can not legally rise above the rules of his court. They are the tools with which he works. A law, however wise or needful, is no better than the judicial procedure—the machinery—through which it is enforced."

But if Congress can be induced to act upon the suggestion and demand of the Bar Association, explains a prominent lawyer, then

> "The Supreme Court would certainly adopt a simple system similar to the New Jersey and Connecticut systems, and while this could not be forced upon any of the State courts, it would be such an example of what a simple practise could be made that sooner or later its example would cause other States to follow the lead of the Supreme Court of the United States in the matter. Thus the greater amount of the law's technicalities would be eliminated, because the technicalities of which we hear so much complaint are mostly caused by the statutes relating to practise."

These efforts, naturally, meet with the complete approval of the editors commenting on them. The attempted reform, thinks the New York *Commercial*, begins very properly in the Federal courts, "because the problem involved is more easily and promptly handled in their jurisdiction, which depends less on time-encrusted precedent." But, it adds:

> "The essential use and importance of reform will be more specially signalized in the effect which such reformation will have on the procedure of State courts. This covers a great multiplicity of causes in trials of the first instance, many of which in the very nature of the issues involved can not get into the Federal courts as their ultimate."

And it is doubtless conditions in State, rather than national, courts which drew from Justice Wesley O. Howard, of the Appellate Division of the Supreme Court of New York, a denunciation of present judicial tendencies, a warning of coming retribution, that is as vigorous and impassioned as any campaign utterance of our most radical political leaders. Speaking in Troy, New York, last week, Judge Howard said, as quoted in the New York *World:*

> "Our laws are becoming inadequate; they do not satisfy the popular conception of equal justice. The people clamor against the law, its delays, its discriminations, its inconsistencies—and they clamor with much reason.
>
> "The thousands of statutes, rules, decisions, writs, and unwritten laws, uncertain to the judges, confusing to the lawyers, and utterly incomprehensible to the people, constitute a condition almost chaotic. . . . . .
>
> "The laws will command respect only when they are worthy of respect. Wooden plows once elicited admiration; to use them now would excite only ridicule. Many old laws concerning coemployees, contributory negligence, assumed risks, master and servant, rules of procedure, and rules of evidence are wooden plows; the use of them now obstructs progress and defeats justice. It is almost superstition to venerate ancient laws.
>
> "The roads to justice should be straight, short, and simple. There should be no toll-gates on the way; no brigands, no false guide-boards. The suitors traveling in automobiles should have no preference over those on foot. All this can not be accomplished in a day, but the reform should at once begin.
>
> "It is not well to scoff at the muttering of the people; there is much reason for it. But revolutionary measures are to be avoided. The recall of judges and decisions would work no cure—that would precipitate anarchy.
>
> "Let us not deceive ourselves; the spirit of recall is spreading; the impatience of the masses grows deeper. Something will happen. Unless the judges act, the people will act; if they do not resort to the recall they will revise the Constitution and create new courts—courts to do rough justice; courts to do summary justice; courts close to the common people; courts without technicalities, sophistry, and delay, and where substantial right prevails."

TOPICS IN BRIEF

YOUNG Turks stand a chance of aging rapidly.—*Wall Street Journal.*

THE only gamblers that are afraid of the New York police are the gamblers who have told.—*Charleston News and Courier.*

THAT hammering noise is not coming from President-elect Wilson's cabinet factory, but from those on the outside.—*Detroit Free Press.*

WHY does not young Mr. Rockefeller get his Uncle William to give an address some Sunday on obedience to the law?—*Boston Advertiser.*

BRITISH suffragettes are now tampering with railway signals—a merry jest, somewhat like putting arsenic in grandma's tea.—*New York World.*

AN Episcopal adviser tells Wall Street it needs a rudder, but Wall Street is not so anxious for steering gear as for means to raise the wind.—*Boston Transcript.*

WHEN the Turks have finally departed, we shall probably hear that Adrianople is demanding the "commission form of government."—*New Orleans Times-Democrat.*

INAUGURAL ball seems to be getting kicked around a good deal.—*Wall Street Journal.*

IT will be noticed that the express companies are now busily engaged in locking the stable door.—*Washington Post.*

A MILWAUKEE man says he has a process to make milk direct from hay, but the cow beat him to it.—*Wall Street Journal.*

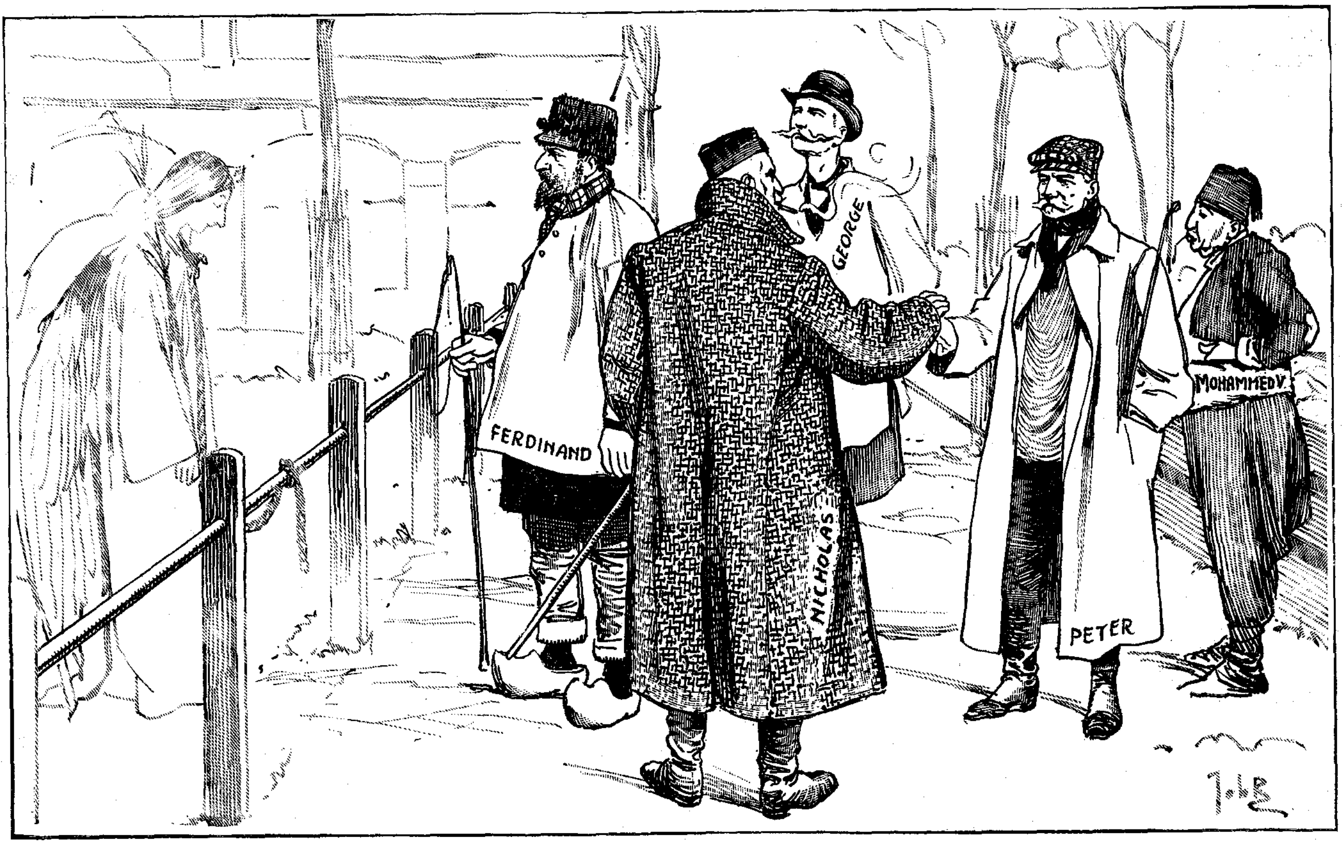
WICKERSHAM has dropt his suit against the coffee trust, as he has found that there were no grounds.—*Washington Post.*

SOMEBODY asks, "Can Roosevelt really write history?" Why, bless you, he's the fellow who makes it!—*Wall Street Journal.*

MEN accused of $5,000,000 fraud in selling "rare books" have been indicted. The bookworm has turned.—*Madison (Wisconsin) State Journal*

EDITOR MYLIUS, who libeled King George, has been turned away from the United States. Mylius arrived at our gates just about 138 years too late.—*Houston Post.*

FOREIGN COMMENT



HAGGLERS FOR PEACE IN THE SLAVE MARKET. —*Amsterdammer.*

RUSSIAN RAGE AT AUSTRIAN SUCCESS

Russia has 1,600,000 men now under arms, say dispatches from St. Petersburg, and the number will not be reduced while Austria maintains her threatening attitude. Austria has gained Russia's consent to giving the fortresses of Scutari and Janina to the future Albanian nation, says the *Bourse Gazette* of St. Petersburg, and it is hoped that by this sacrifice Austria will be satisfied and war averted. But some Russian observers predict it will not be long before Albania will fall into Austria's hands. Next, Salonika will become Austrian, and then the whole Ægean and the Dardanelles. So the *Novoye Vremya* (St. Petersburg) sees in Austria's attitude a menace not merely to Servia, but to Russia, and goes on to say of the Powers' consent to Albanian autonomy:

"This decision turns out to be absolutely one-sided, and does not put an end to the demands of Austria. Austria is not even obliged to demobilize, and does not think of doing it, but, on the contrary, makes new demands upon the Slavs, relying upon her military preparedness. These demands . . . concern Montenegro. Austria already raises the question of the cession of some part of Montenegro, for which she has neither ground nor right, except, may be, the right of might.

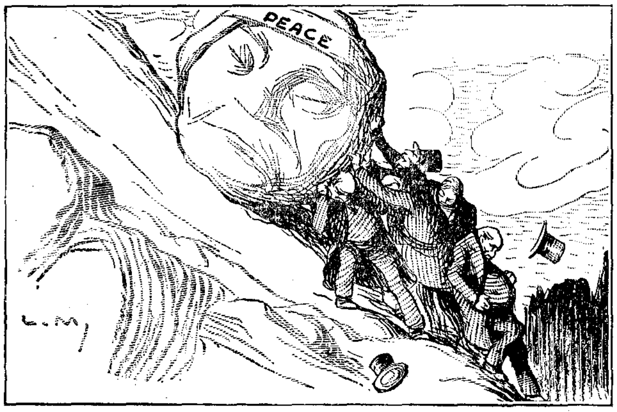
"Continuing to dictate her will to the diplomats, Austria further intends to reserve for Albania such large territory that it will deprive Servia of the fruits of her victories. Servia's access to the Adriatic, which was decided upon by the London conference, but not very clearly, may prove to be a myth under Austrian interpretation, and Servia will again fall into complete economic dependence upon Austria, as before."

But Austria's ambition is not limited to Servia and Albania; she has a greater aim. We read on:

"Judging from Vienna newspaper articles, and particularly the organ of the military party, it can be seen that Austria's secret thought is to gain possession not only of Servia, but of the entire western part of the Balkan Peninsula, including Salonika, which, she says, she needs because of the possibility that some one may close the exit from the Adriatic Sea.

"It is easy to understand why Austria has dreamed about Salonika since the days of Metternich. Having established in Salonika a base for her fleet, Austria will take possession of the Ægean Sea and soon lay her hands upon the straits, the Dardanelles and the Bosporus, which are so necessary to us in the economic sense. Being allied with Turkey, Austria can thus forge a second armored lock to these straits.

"Under the present Russian policy of nonresistance, this aim of Austria can be easily accomplished. There probably will be a resumption of the war between the Balkan States and Turkey, who is now better prepared, owing to the time gained by the armistice and to the possible support of Germany and Austria. The diplomatic defeat suffered by the Balkan League at London, Austria's threatening attitude toward it, as well as the lack of support on the part of Russia, must have had a bad effect upon the spirit of the Balkan na-



IN THE DIPLOMATIC INFERNO.
Up to the crest they push with stress and strain
The ponderous stone that thunders back again! (After Homer.)
—*Le Rire* (Paris).

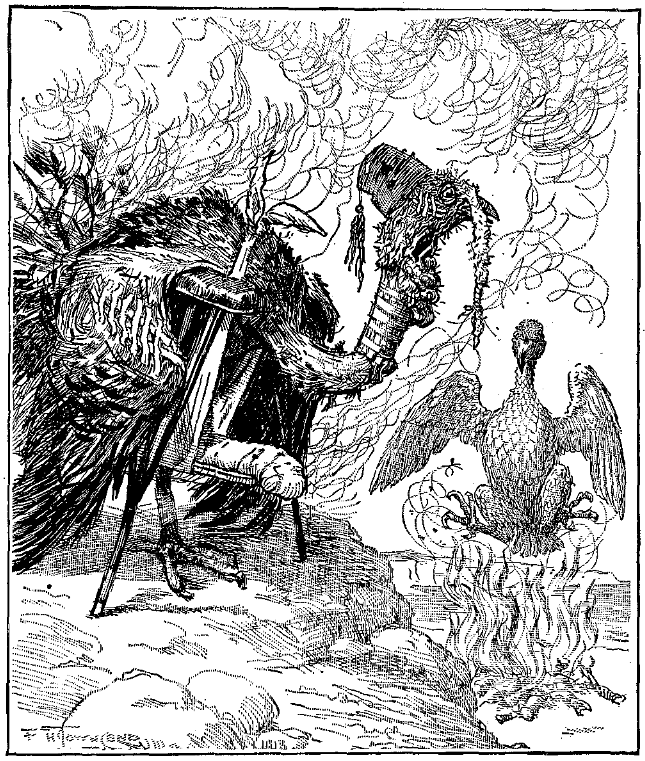
tions and the Slav troops, and must have strengthened the spirit of the Turks. The war may last for many months and exhaust the strength of the Allies, and then under the least pretext fully mobilized Austria will attack Servia. Relying upon the support of Germany and Italy, Austria can seize, besides Servia, all the western part of the Balkan Peninsula, up to Salonika. . . . . . .

"If Austria succeeds in gaining possession of the Ægean Sea she will, having allied with Turkey, close the straits with her fleet, and then the grain exports of the entire south of Russia will fall into her hands, *that is, will be dependent upon her*. . . . Our position will then be exactly like that in which Servia was put. Our grain will be valueless. Who in the European market will care to deal with us when it will be impossible to be accurate in the delivery of the grain, as the case was last year during the Italo-Turkish War? This is the aim of Austria's 'big game,' which has cost her three milliards of rubles spent for armament and mobilization.

"To form around us a circle consisting of Turkey, the Austrian fleet in the Ægean Sea, and Austrian dominions commencing from the western part of the Balkan Peninsula . . . up north, to Germany's border-line—isn't it a great idea? . . . .

"Within this circle will be included, besides Russia, Bulgaria, *that is*, almost all free Slavdom, and Rumania along with them. That will be a victory of the Teuton race over the Slavs, for if the Teutons so desire they will permit us to breathe; and if not, we will suffocate."

This gloomy and pessimistic writer, who seems to look upon Austria as the fiercest and greediest land-grabber in Europe, thinks that an Austro-Slav war is practically imminent, for the life of the Slavic nations will be threatened, and whether prepared or not Russia will have to fight "but under conditions incomparably worse than at present," because her allies, the Balkan States, "will by that time be absolutely exhausted by the war with Turkey and Austria, and the Powers of the Triple Entente . . . being thoroughly disappointed in us, may desert this political combination and form new combinations on which our fate will be decided, for we will be wholly isolated."—*Translation made for* THE LITERARY DIGEST.



TURKEY IN WONDERLAND.

TURKEY (observing Phenix rising from its ashes)—"That's a trick every bird ought to know. Wonder if I'm too old to learn it?"

—*Punch* (London).

LONDON PRESS ON OUR DYNAMITERS

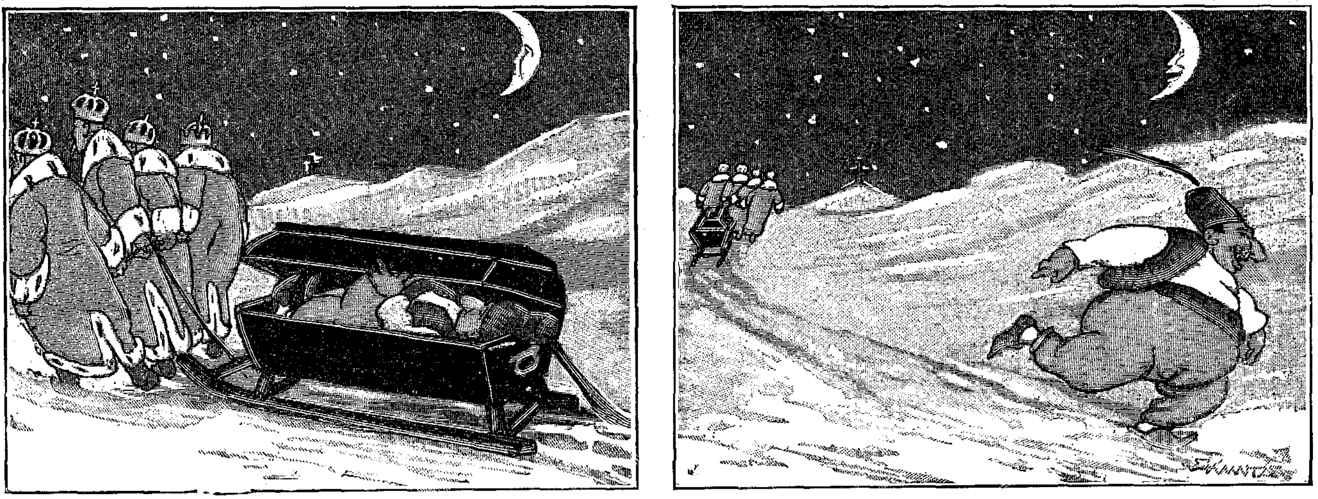
ALL ENGLAND was profoundly stirred by the story of the dynamite conspiracy in this country and especially by the dispatches to the London papers which detailed what *The Daily Mail* styles "one of the most atrocious crimes of modern days"—the destruction of the Los Angeles *Times* building on October 2, 1910, with its long list of killed and maimed. This London paper has a fellow-feeling for the California sufferers, as England, too, has had her dynamite scares and her Battle of Battersea, and, in commenting on the trial and condemnation of the prisoners at Indianapolis, the editor remarks with satisfaction:

"This act of justice should go far to purge American labor-unions—which are not quite the same as our English trade-unions—of their association with a peculiarly detestable form of violence.

"Labor-union officials protested their complete innocence and insisted that these crimes were the acts of individuals, not of an organized labor conspiracy. This trial has established beyond all possibility of doubt the fact that such a great conspiracy existed and that many of the most prominent labor-union leaders in the United States were involved in it. But the people of the United States are not yet prepared to accept the extraordinary doctrine enunciated by an Australian labor leader, that 'killing is no murder' when accomplished in the sacred cause of labor-unionism. The men who plotted and hired agents to commit these outrages doubtless reckoned on complete impunity. They have now been undeceived, and a signal victory for justice has been won."

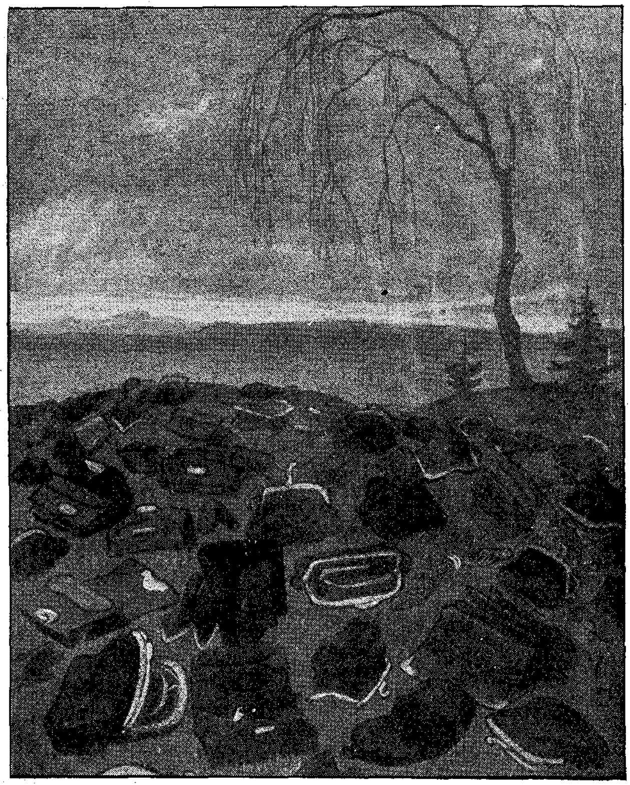
The labor leaders and the laws of the United States are to blame for these outrages, thinks the London *Times*, but, it goes on to say:

"It would, of course, be unjust to hold the whole of organized labor in America, or the whole of the federation, or even of the association, answerable for the crimes of President Ryan and his colleagues. Doubtless the workingmen who pass resolutions



THEY THOUGHT THEY WOULD BURY HIM. —*Ulk* (Berlin).

denouncing action of the kind are for the most part honestly expressing their judgment. But the position of some at least of the leaders is not so clear as could be wished. These men used language which in its natural sense might readily be accepted as inciting to the perpetration of outrages. When the outrages which were the natural consequences of such words took place, they did not straightforwardly express their reprobation of these deeds. They did not take active steps to assist the cause of justice. On the contrary, they did their best to discredit the prosecutions, and in the McNamara case the District Attorney stated that efforts had been made to bribe jurors to give a verdict of acquittal. We have more than once exprest the belief that reforms in the labor legislation of the United States are desirable and inevitable. That enables us with all the greater freedom to record our detestation of the crimes which certain labor leaders have committed and sanctioned, and which others have provoked and palliated, and to affirm our conviction that these are not the means which will induce the American people to modify their laws."



THE GREAT WAR OF 1913.

The first victims of the European struggle—empty purses.

—*Simplicissimus* (Munich).

The London *Standard* expresses "pained surprize" that "American justice should inflict so mild a penalty on ruffians convicted of such heinous offenses," and thinks such leniency is next door to complicity or connivance. Hence we read of these "wretches":

"They waged a cruel war against the existing order of things, intent on wrecking the very foundations of the social and industrial system. The turpitude of their offense is heightened rather than diminished by the fact that their evil machinations were for a long while concealed beneath a veil of apparent respectability and fair conduct. The atrocity of their plan of campaign and the wicked barbarity of their methods require no underlining to be execrated by civilized mankind. For such crimes there can be no reparation; there can not be any palliation; and it might be thought that clemency would be out of the question. The public can only be protected and the law vindicated by the infliction of the heaviest penalty which its statutes prescribe, but here we see with amazement a gang of flagrant malefactors subjected to no more severe punishment or worse inconvenience than for one of them seven years' imprisonment, for two others six years, and for the majority yet shorter terms. It almost amounts to putting a premium on violence and criminal conspiracy."

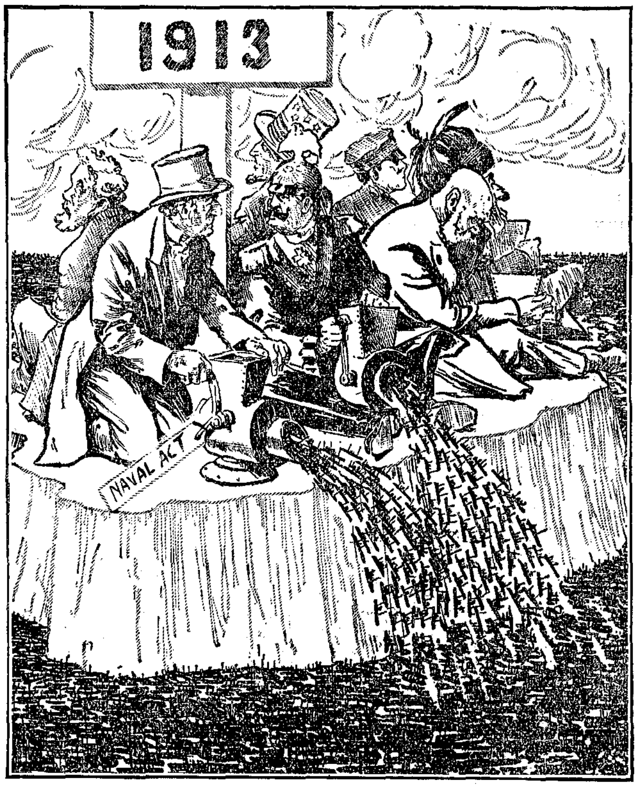
BRITAIN'S MEDICAL-INSURANCE LAW

POVERTY IS ROBBED at a single stroke of one of its worst terrors, says a leading London paper, by the law which has just gone into operation, providing medical attendance, medicine, and sickness-insurance for the poor upon the payment of eight cents a week to the Government fund. Employers and employed join in the payments, but the employed get the benefits, which go only to manual workers (without regard to wage) or to others receiving less than $800 a year. Tables appearing in the London press show that the largest benefits go to those in the prime of life, who will lose the most wages when sickness comes. Men between 21 and 50 will receive $2.40 a week for 26 weeks, and women of the same age $1.80 for the same time. Those younger or older will have from $1.20 to $1.68 for thirteen weeks. If those between 16 and 21 are married or have dependents, they receive the full benefits for those over 21. Every woman receives a bonus on the birth of her child and a certain allowance during her illness. How the entire plan was nearly wrecked by the refusal of the doctors to participate has been told in the cable dispatches to our newspapers. A rise in the pay proposed brought them into line. Under the law the doctors who place their names on the panels, or approved Government lists of local practitioners, are to receive a salary from the Government which will not preclude them, however, from the independent exercise of their profession. The eulogy of the press reaches its high-water mark in the words of the London *Daily Telegraph*, which declares:

"Nothing quite like it has been attempted before at one stroke in political history. It dwarfs any single proposition of the kind put forward before, either in Germany or anywhere else abroad. Mr. Lloyd George seeks to do in one great bill much more than Bismarck and his coadjutors achieved in a series of measures extending over many years.

"That is what will strike to-day the imagination of the world, and we need hardly say that all civilized countries have been waiting for the disclosure of the proposals.

"The measure will profoundly affect for all generations to come the life and character of the nation, and it will modify the very nature of British society as it hitherto existed.



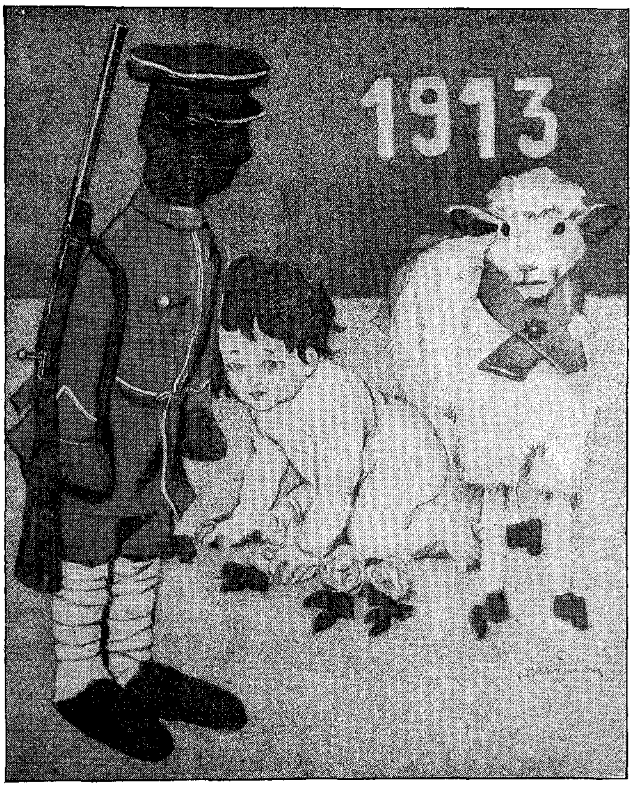
WHERE THE WORLD'S MONEY GOES.

—*Bystander* (London).

"In short, we have no hesitation in saying that the plans unfolded by the Chancellor of the Exchequer mean the most far-reaching and deep-reaching project of social legislation ever yet laid before any country, democratic or other."

Of the maternity benefits the London *Daily Chronicle* says:

"Every year in the United Kingdom there are some 1,200,000 births, and it is estimated that 1,000,000 of these will bring the 30s. benefit to the parents. How great a boon this benefit will be may be realized from the fact that from one-fourth to one-third of the 1,200,000 born are born to want. Until to-day the child and the mother have suffered, and the whole national standard of physique has been lowered because in thousands of cases it has not been possible to provide the necessities the mother needed, and because she was obliged to return to work before she had fully recovered from her confinement. The maternity benefit will do much toward removing this serious danger to the nation's health."



WHICH TOY—PEACE OR WAR?

—*Figaro* (Paris).

The number of physicians already engaged may be seen from this paragraph in *The Pall Mall Gazette* (London):

"The National Health Insurance Commissioners announce to-day that panels have been formed for every county and county borough in Great Britain, and comprize the names of more than 15,000 doctors. In a large number of cases, the commissioners add, 70, 80, or 90 per cent. of the doctors in the area, probably including all those engaged in practise among insured persons, have come on to the panel."

The contributions made by the employers, who buy four-penny stamps from the post-office and paste them in a book to be presented on claiming a benefit, was the cause of bitter, but brief, opposition, thus alluded to by the Liberal London *Daily News:*

"Unbiassed onlookers can hardly fail to have been struck by the contrast between the violence of the storm which accompanied the passing of the act and the smoothness of its working since it became law. Of the noble and indignant ladies who, with their butlers, protested from the Albert Hall or, as the season advanced, from the Riviera, their determination never to lick stamps for a Welshman, not a word has been heard during all these weeks that the contributions have been quietly handed in with a patience which is now to reap its reward. The duchesses have been dropt for the doctors. It has once again been proved a fundamental mistake to suppose that a nation which is before all things law-abiding will lay aside its characteristic to play into the hands of a party. Liberal interest in the Insurance Act henceforward centers less on its controversial aspects than on the splendid breadth of the conception and the patient administrative execution by which Mr. Lloyd George at a single stroke robbed poverty of one, at least, of the worst of its terrors."

But, say its critics, it is an "insurance muddle" and nothing else, that the Chancellor of the Exchequer has brought about. So writes the Conservative London *Daily Mail,* in which we read that "the weekly payments have been and will continue to be heavy in comparison with the benefits received." Moreover:

"Three things about the act will strike any business man who looks into its prospects. First, the immense increase of cost on the first estimates. Second, the injustice inflicted on the post-office contributors and some other classes. Third, the muddle and opportunity for fraud. It is now estimated by the Government that the taxpayer alone will have to subscribe £6,000,000 in the first full year. This sum, of course, is quite distinct from the contributions of employer and employed. After several years this sum, it is calculated, will grow to at least 12 million pounds. Just as the cost of the old-age pension grew at a jump from a first estimate of 6 million to 12 million, we may expect the insurance tax to increase its burdens year by year out of all proportion to first expectations. A heavier and heavier weight of taxation, much of it spent on extra officials, is promised for the next twenty years; and no one can estimate the degree of the final burden.

"A part of the cost and all the injustice are due to the hurry and thoughtlessness in which the act was imagined and produced."

The same paper speaks of the temptation to graft given by the act, and we are told:

"In Ireland it is a flagrant fact that political societies are flourishing under the act and that insurance appointments have been made along political lines. There will be at least a strong temptation to use the 3s. 8d., which is the society's fee for expenses for each insured person, as an addition to the political funds."

A correspondent of the London *Outlook* bitterly complains that the doctors are being badly used by the act and their medical services exploited by the Liberal politicians who are only anxious to catch votes and remain in power. Says this writer:

"During the lifetime of King Edward the medical profession flourished under his fostering care and support. He had the welfare of his people at heart, and his Hospital Fund is sufficient testimony to his disinterested efforts on their behalf. There is no doubt too that he saw through the predatory schemes of professional politicians to exploit the people for their own purposes and, as far as he could, withstood them. With a new sovereign, whom they have not hesitated to coerce, these men, most of whom are lawyers, have had a freer scope for their jealousy of the prestige the doctors enjoyed under King Edward. At last the Insurance Act provides a weapon with which they can crush them and compel them to become paid state servants to be controlled by lawyers. What care they that the national health is at stake and likely to be seriously impaired in the process? That is only useful for the ponderous platitudes of platform pledges, which in their eyes, after they have obtained votes, are subject to personal, professional, and parliamentary exigencies. The hospitals, to which the Radical and Nonconformist contributions form a very trifling percentage, are in serious danger of impaired usefulness and their very existence as voluntary institutions threatened."

While the London *Times* shows the same spirit of hostility to the act, *The Pall Mall Gazette* roundly condemns the "strident appeals to the susceptibility" of Jeames Plush and "cook" and says:

"The history of the Insurance Act is full of political lessons. Nothing is shown more clearly than the value of a pertinacious and determined pressure in the face of prejudice and wanton agitation. When *The Daily Mail* and *The Times* were making their strident appeal to the ignorance and susceptibility of the servants' hall, a weaker man than Mr. Lloyd George might have been shaken by the commotion. But the Chancellor of the Exchequer stuck to his plan, undeterred by unintelligent and artificial clamor."

SCIENCE AND INVENTION

SCIENTIFIC ADVANCE IN AGRICULTURE

NOWHERE is it more evident that the Government of the United States has become a great scientific institution than in what it has done to further the application of the various sciences to agriculture. In our issue of December 21 we reviewed Secretary Wilson's final report, which covered the sixteen years of his administration, and the growth in importance and activity of the department were brought out in that review. But the history of this growth is at the same time a history of the development and accomplishments of scientific agriculture in the United States. This is indicated by the fact that farmers' bulletins issued by the Government now number 506 separate pamphlets, discussing nearly every phase of modern farm work. Foremost among the lines of endeavor now entrusted to the component bureaus of the Department of Agriculture—most of them unknown sixteen years ago —is that of Plant Industry, which has bred and introduced valuable new fruits, cereals, and other crops, besides developing whole industries like that of beet-sugar and new lines of agricultural endeavor like that of dry-farming, and teaching the farmer how to combat a host of insect and fungous foes. Then there is the cognate Bureau of Animal Industry, with its dairy tests, meat inspection, and biological surveys; the Weather Bureau, once under the War Department, but now probably the most widely known bureau of the Department of Agriculture; the system of crop reports; the Bureau of Chemistry, of special importance since the passage of the Food and Drugs Act; the offices of Public Roads and Experiment Stations; and, lastly, the Forest Service, which some would rate as of equal importance with all other work of the Department. Since 1905 the care of the national forests, once intrusted to the Interior Department, has been part of the work of this branch of the service.

This multiplication of work has corresponded, of course, with a very real and widespread increase in agricultural knowledge and its applications. To mention but a few of those not covered in the above enumeration, there are the world-wide surveys made to discover new economic plants, the remarkable progress in irrigation and in soil-reclamation of all kinds, the advances in our ability to grow "bumper crops" of corn or cotton, under attainable conditions, a better understanding of seed-selection, and the grading and standardization of grains, the wonderful advances in plant-pathology, soil-bacteriology, and plant-nutrition, the modern systematization of farm-management, studies and tests of fertilizers, together with the discovery of the electric fixation of nitrogen, now used so successfully in their production, more effective quarantine against infected farm-animals, the production and use of denatured alcohol; scientific road-building and farm-drainage. All these things have been made widely known through farmers' institutes, demonstration-trains, and other effective agencies. In connection with all of them the Department has played some honorable parts. It has often been necessary to follow up these studies by legislation, and the result has been the enactment by Congress of important and far-reaching measures for the protection of the health, welfare, and prosperity of the people of the United States. To quote from the Secretary's report:

> "These measures are the culmination of scientific work and investigation of the Department of Agriculture, which exposed conditions requiring legislation to remedy them. Some of the more important acts referred to are the act of February 2, 1903, for the suppression of pleuropneumonia, the foot-and-mouth disease, and other contagious, infectious, and communicable diseases of live stock; the act of March 3, 1905, which is an enlargement of the above act; the act of May 25, 1900, commonly known as the Lacey Act; the act of June 29, 1906, commonly known as the 28-hour law; the Food and Drugs Act of June 30, 1906; the Meat-inspection Law of June 30, 1906; the Insecticide and Fungicide Act of April 26, 1910, and the Plant Quarantine Act of August 20, 1912.
>
> "All these statutes commit to the Secretary of Agriculture not only the details of their administration, but also the duty of enforcing their penal provisions. Hence it is that the Department of Agriculture has been charged with the execution of some of the most important penal statutes of the United States.
>
> "That such should be the case is directly due to the fact that the penal statutes referred to have grown out of conditions which were exposed by the Department in its work to enable it to carry out the purpose of its organization, namely, to diffuse among the people of the United States useful information on subjects connected with agriculture in the most general and comprehensive sense of that word. All these statutes directly bear upon agricultural industries of the people of the United States, and logically their administration has been committed to the Department of Agriculture."

In fact, the scientific activities of the Federal Government have in this Department taken the form of aid, direct or indirect, toward the uplift of agriculture and of country life. As we read in the report:

> "In this movement the Department has been gradually equipped to occupy a foremost place. It came to learn and it remained to teach. Its influence penetrates the remotest neighborhood. It performs a mission of welfare and happiness to farmers and to the whole nation. The millions of dollars that it costs are returned in tens of millions of wealth saved and wealth produced.
>
> "The Department is prepared to continue and increase its public service. During sixteen years it has progressed from the kindergarten through the primary, middle, and upper grades of development until now it has a thousand tongues that speak with authority. Its teachings, its discoveries, and its improvements are permeating the national agricultural life. The forces that are at work must cause ever-increasing results.
>
> "The great and growing movement carried on by the Department for agricultural betterment has not been sustained solely by one man, nor by a few men. A choice corps of scholarly experts in their special lines of endeavor has been growing in membership, in breadth of view, and in the practical application of their efforts. They have been and are men both good and true, men with high ideals, often sacrificing greater remuneration in private employment for love of the great results of their public service. No great work can be begun, nor sustained, by this Department without such men.
>
> "Men grow old in service and in years, and cease their labor, but the results of their labor and the children of their brains will live on; and may whatever of worth that is in these be ever blooming."

OYSTERS AND DISEASE—While in France Inspector-General Fabre-Domergues, of the maritime fisheries, asserts that he has discovered a method by which oysters may be made healthful, even if they have contained the bacilli of typhoid, simply by keeping them for several days before eating in filtered water, which kills the germs, Mr. Piuzani, health officer of the port of Naples, has made some observations on cholera-infected oysters, that do not quite agree. Says H. de Varigny in the *Chronique Scientifique* of the *Bibliothèque Universelle* (Lausanne, Switzerland):

> "He has proved that in oysters cultivated in an infected environment the germs keep alive in the tissues a long time after having disappeared from the surrounding water. They live in the tissues as long as twelve days after the oysters have been removed to noninfected water. Consequently, the influence of the pure water can not be nearly as powerful on the bacilli of

cholera as on those of typhoid. But is its influence on the latter really as powerful as has been reported? This question should be answered before we put too much confidence in the method."—*Translation made for* THE LITERARY DIGEST.

A RAILWAY MUSEUM

OUR RAILWAY MAGNATES may well borrow a leaf from Germany's book, thinks a writer who describes in *The Railway Age-Gazette* (New York) a great museum of railway appliances now to be seen in Berlin. And the magnates are urged not only to borrow the idea of such a museum, but to adopt the general attitude toward railway problems that it typifies. We are apt, he thinks, to treat practical inventions and devices too superficially, instead of testing them out thoroughly and scientifically. The German procedure after the discovery or invention of a new idea, or change from existing practise, it seems, is first to examine the new practise in the light of all of its theoretical bearings, working out the apparent limitations of the new idea in all directions. This theoretical study "is followed by an equally exhaustive series of test constructions which are thoroughly tried out under laboratory conditions with the most painstaking record of performance," and it is only as a result of this thorough and intense study on the part of the best trained minds that an application is made of the new idea on a practical scale in collaboration with men of sound practical experience. He believes that probably no more striking example of this German method of thoroughness and of their appreciation of the value of adequate instruction can be found than in the official railway museum, which he describes as follows:

"Besides historical exhibits, which are placed in such an order that one can follow the gradual development from the earliest forms to the most modern, there is also a most complete collection of everything representing present-day practise. The exhibit includes a large number of examples of rail, axle, and wheel breakages, boiler explosions, and other causes of accident or failure in railroad operation, constituting a permanent and growing study of cause and effect, so that the future may learn from the past what mistakes to avoid.

"Very complete models of the best locomotive and car-repair shops are on exhibition. Each of these models covered a considerable area and was complete in showing the materials and design of the building structure, of the shop lay-out, of the method of routing the work through the shop, showing all the new machines, such as lathes, planers, and cranes in the shop. Many of the models could be set in operation. Ocular and physical demonstration on a three-dimension scale was here substituted for a mere written or printed description, or even photographic representation, as a method of instruction which would leave a more complete and lasting impression. . . . . . .

"The instructive nature of these models did not end with those who might see them in the museum, but fulfilled a similar function when the models themselves were being made. The making of the models is very largely carried out by the apprentices in the shops, who from the building of the models must, of course, learn much of the nature of the subject they are working on. A better method of instruction in the most careful use of tools, appreciation of niceties of design, stimulation of pride in the workmanship of the finished product, and instruction in the principles of the various aspects of railroad operation could hardly be devised for an apprentice."

Some of the models, both of locomotives and of machines, are supplied, we are told, by big manufacturing firms and serve as an advertisement of their products as well as being most useful to the student. There are similar museums at Nuremberg and Munich in Bavaria. The German is not at all given to extravagant and useless show, and these museums are not maintained in the mere pride of achievement. They are expected to have a practical effect on the understanding and *esprit de corps* of railway employees. Now for the lesson:

"This practise, for instance, would seem to furnish an object-lesson to American railway men and railway supply manufacturers, whereby, through cooperation, a similarly instructive, permanent exhibit, of value alike to the railway men and the manufacturers, could be established. Of course, we already have had for many years our master mechanics and maintenance of way convention exhibits where the latest developments have been shown in full size. The expense not only of the preparation of these exhibition devices, but of their shipment to the place of exhibit and back again, and the number of demonstrators required to explain the advantages of the new development, has amounted to a considerable amount of money annually, and, as stated before, these full-size objects are not always so readily grasped, nor can the ground required to show them be covered so readily as would be the case if small but carefully made models were in most cases used. This is particularly true in the case of big machines, cars, cranes, building fixtures, etc. Small objects like tie plates, metallic packing for locomotives, can, of course, be shown usually in full size. To some extent an effort is being made to create a permanent railway exhibit in the Karpen building, in Chicago, but the railroads have no official connection with this enterprise and it has a purely commercial character."

ANOTHER VIEW OF LIFE'S SECRET

ATTEMPTS, HOWEVER KINDLY, to deprive man of his soul still seem to arouse a certain resentment. If the human frame is merely a chemical laboratory, it objects to being informed of it, so it was hardly to be supposed that the mechanistic view of life, vigorously pushed of late in Prof. Jacques Loeb's volume of essays and Dr. Schäfer's noteworthy address before the British Association, would be allowed to pass unchallenged. Mechanists and vitalists, and a few hybrids, have all existed since most of us can remember, but each seems inclined to ignore the existence of the others. The mechanist would have us infer that the vitalists, so far as they deserve any attention from serious students, are now all dead, or at least silenced. They keep bobbing up, however, and one of them, quite unashamed of his title, contributes to *The London Quarterly Review* (January) a criticism of Professor Schäfer's address, with the heading "The Hidden Secret of Life." The author, Prof. J. Arthur Thomson, is Regius Professor of Natural History in Aberdeen University, and well known as the author of books on geology and natural history. Professor Thomson makes it clear that the difference between a living organism and inanimate matter, as he conceives it, is merely one of behavior. When we try to account for this, we usually go far afield, as Haeckel did with his organism "soul," or Driesch with his "entelechy" or even Bergson with his "consciousness launched into matter." All this, Thomson admits, is to pass "beyond the scientific universe of discourse." He says:

"All that can be said is something much humbler, namely, that the concepts and formulas that suffice for the description of the inorganic world are inadequate for the description of vital functions and animate behavior. This appears to us to be a question of scientific method and to be discust as such.

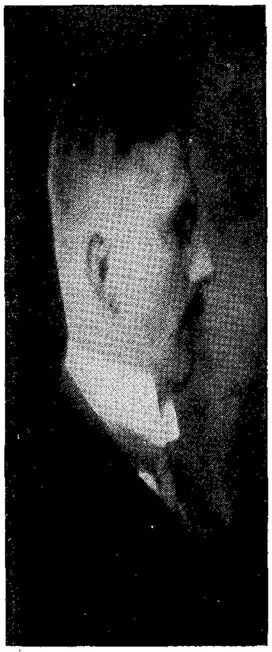
"Professor Schäfer champions the mechanistic cause, which maintains that the concepts and formulas of chemistry and physics *are* sufficient for the complete redescription of vital activities and animate behavior. We remain unconvinced vitalists, and we wish to illustrate briefly why we respectfully but firmly say 'No' to the mechanist's 'Yes.'

"All scientific vitalists are perfectly clear that living implies a series of chemical and physical operations, which it is most profitable to study. Every one admits that chemical and physical laws apply in organisms, and that some of the greatest advances in physiology have been made by the rigorous application of methods of physical and chemical analysis to the activity of organisms. Especially in regard to problems like those of medical treatment, or of dieting, or of hygienic exercise, do the results of the physico-chemical analysis of organisms prove of incalculable importance, and it also helps us to intellectual clearnesss to be able to bring changes that occur in living bodies into line with changes that occur in not-living bodies. Yet there are physiologists of recognized competence who assure us that no complete physico-chemical interpretation has yet been

> given of any simple vital function, still less of the coordination and control of them all in a unified behavior. And if this be true of relatively simple vital functions, such as the filtering of the blood in the kidneys, or the passage of digested food from the alimentary canal into the circulation, or the interchange of gases in the lungs, what shall we say of a complex function like nervous coordination? What shall we say of the minting and coining of the chick out of the egg, apparent simplicity giving rise to obvious complexity? What shall we say of the mysterious packing and unpacking of that racial treasure-box which we call inheritance? And if we can not give a satisfactory physicochemical interpretation of an isolated vital function, how much less of the tactics and the strategy of animal behavior?"

For chemical, physical, and medical purposes merely, Professor Thomson acknowledges that the mechanistic hypothesis is a powerful organon to work with, but he insists that it does not give answers to distinctively biological questions. It is possible, for instance, to give a complete mechanical interpretation of the return of a boomerang to the hand that threw it, but it is not possible to give such an interpretation of the return of the swallow from the south to the homestead where it was born. He goes on:

> "To know of all the contractions of muscle and thrills of nerve, of all the oxidations and fermentations, of all the explosions and disintegrations that have gone on in the swallow from the time it left this country in 1911 till it returned to its birthplace in 1912, would not help us to understand the mystery of migration. That requires another order of interpretation—distinctly biological.
>
> "We do not ourselves believe that it is possible by any Procrustean violence to get the facts of life to fit the conceptual frames which work so well in the so-called inanimate world. Nor can we even imagine how it could ever be possible to give a mechanical interpretation of the mysterious 'unity of the organism'—the *esprit de corps* which makes harmonized experience possible. Life is a kind of activity bound up with proteid and other complex substances, a kind of activity which allows of an increasing freedom in the expression of mind. But we do not understand the state of mind which expects some mechanical interpretation of what it is in the protoplasm that makes thinking, for instance, possible.

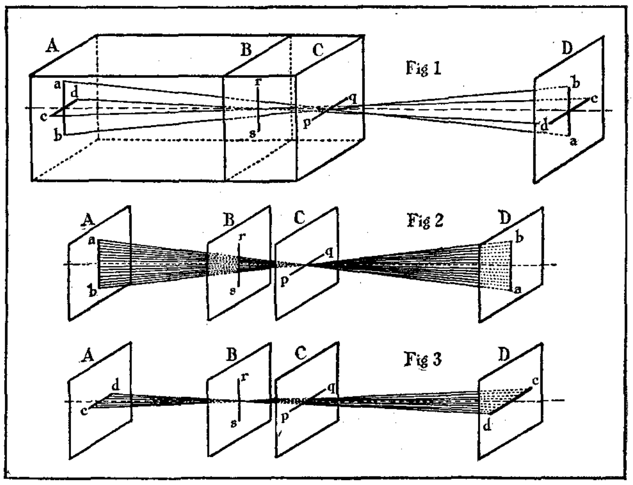


A CARICATURE PHOTO.
Effect of the vertical slit.

> "Yet what are we to say to the ever-recurrent question of the naive inquirer: 'Is there anything more than matter and energy in a simple organism like an ameba which has not more than the rudiments of behavior?' We must answer firmly that the question is not rightly put. 'Anything more than matter and energy?' But we do not know what matter in reality is, nor what all its energies may be. For certain purposes and in certain fields of observation, chemists and physicists have devised concepts and formulas which work well—so well that we stake our lives and fortunes every day upon their accuracy. But to say that these concepts and formulas *exhaust the reality* which we call 'Matter and Energy' is an unwarrantable and gratuitous assumption. What we know is, that when living organisms began to be, a new aspect of reality emerged, we know not how—an aspect which was previously unperceptible. . . . As we recognize this more clearly we see that there may have been a continuity in evolution which was not inconsistent with real progress, and we return to a consideration of the lowest common denominator of things with increased respect, as we see in it an expression of an elusive reality which contains the promise and potency of our greatest common measure."

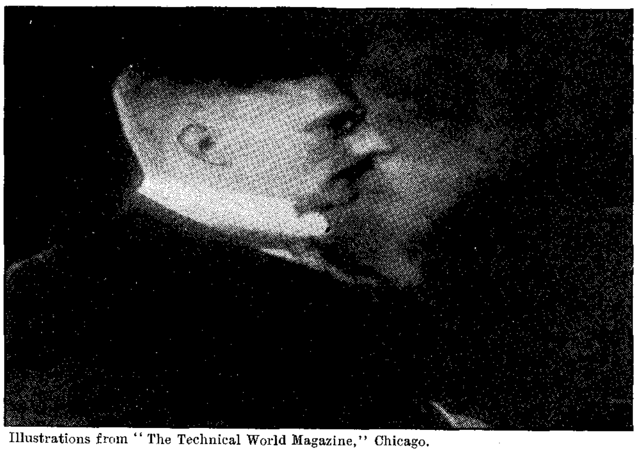
A CARICATURIST'S CAMERA

THE CARICATURIST often produces his effects, not by emphasizing any one feature of his subject, but by distorting the whole, so that it appears like the reflections that may be seen in the cylindrical mirrors once fashionable. Such distortion is obtainable by purely optical means. A simple camera capable of effecting it without the use of lenses or mirrors is described in *Cosmos* (Paris, December 19) by Dr. A. Gradenwitz. The device of which he tells us may also be used in connection with the modification of designs or of architectural plans, or simply as an optical toy. Says Dr. Gradenwitz:



FIGS. 1-3.—OPERATION OF THE DOUBLE-SLIT CAMERA.

> "Pinhole cameras, where the lens is replaced by a simple aperture, generally circular, are well known. Despite their remarkable simplicity and incomparable cheapness they are not in great favor, because of the slight luminous intensity of the orifice. Nevertheless, this curious device is employed, from time to time, for artistic views of landscapes, where its inconveniences are little felt, while its advantages, such as depth of tints and absence of reflections and deformations, may be utilized to the full.
>
> "Mr. Wolfgang Otto, of Kiel, has been trying to generalize in a very curious way the principle of this photographic apparatus, by replacing the circular orifice by slits, either rectilinear or not.
>
> "Figure 1 represents schematically the arrangement of the new device and the path of the rays. The front wall contains, instead of a pinhole, a horizontal slit, and at a certain distance behind it is another opaque screen in which is also a slit but in a different direction from the former. In most cases one of these



Illustrations from "The Technical World Magazine," Chicago.

PHOTO TAKEN WITHOUT LENS—THE EFFECT OF THE HORIZONTAL SLIT.

slits is vertical, the other horizontal, but other combinations also give interesting results.

"The opening of the 'pinhole' apparatus is thus, as may be seen, expanded into two slits, whose width, for simplicity's sake, we may neglect. The nearer these two are to each other, the more the image resembles the pinhole photograph. When this distance disappears, we have, of course, a single rectangular opening.

"In the arrangement represented in Figure 1, all the vertical lines of the object D are reproduced on the same scale as if an object lens were in place of the horizontal slit *pq*; on the other hand, the dimensions of the horizontal lines of the image are determined by the distance between the vertical slit *rs* and the plate A. . . . . .

"This device, far from being simply a scientific curiosity, may serve practical uses. Architects, for instance, may employ it to modify their designs rapidly, caricaturists to produce comical defects of deformation, decorative designers to vary infinitely the patterns of cloth or carpets and to modify the different forms of typographic characters. In many cases, the form of slits to produce a given deformation may be found by calculation."—*Translation made for* THE LITERARY DIGEST.

PROBING THE STRUCTURE OF ENERGY

THE STRIKING THEORY of Professor Planck of Berlin that the flow of energy is not continuous, so that the universe moves, not smoothly, but in very minute jerks, has already been noticed in these columns. According to this view energy is supposed to be made up of separate parts, just as matter is made up of atoms. Apparently this idea has fascinated many modern physicists, for in an address before the American Association for the Advancement of Science, now printed in *Science* (New York, January 24), Prof. R. A. Millikan, of Chicago University, enumerates no less than five different types of theory of this sort, ranging all the way from Planck's, which involves merely the emission of energy from a source in definite units, to Einstein's, which adds to this the theory of the discontinuous distribution of radiant energy in space, first proposed by Prof. J. J. Thomson as long ago as 1903. In fact, there seem to be two groups of theorists, one working from the standpoint of time and the other from that of space, while Einstein's theory involves both. The time-theories, of which Planck's is the type, go back to a group of experimental results, thus stated by Professor Millikan:

"Neither atoms nor electrons appear to be able to absorb any energy until it comes to them in a certain degree of intensity, and this degree varies with different substances. We see this in the realm of low-intensity heat-waves where, in the measurement of atomic heats, different kinds of atoms seem to take on their normal energy load at different stages, as temperature rises, the lighter atoms taking it on in this case last; we see it in the realm of high-intensity heat-waves, such as are dealt with in finding black-body radiation curves; we see it in the realm of photo-chemical or photo-electric radiations, where different substances begin to emit electrons at different frequencies of the incident light; and finally we see it in the realm of *x*-rays, where different substances are excited to emit characteristic *x*-radiations at different hardnesses, the heavy atoms in this case responding last, instead of first."

All these facts can be explained if we believe that light and radiant heat are given off and taken in discontinuously. A second important group of facts, on which those rely who have formulated space-theories of discontinuity is thus summarized:

"In all types of experiments in which the absorption of energy results in the emission of electrons there is apparently a complete, or nearly complete, interconvertibility of energy between an electron and a so-called ether ray, whether it be an *x*-ray or a light ray."

Professor Millikan, after noting that the last theory described, that of Einstein, best satisfies both these groups of facts, because it postulates energy that is discontinuous both in time and in space, goes on to say:

"The facts which have been here presented are obviously most completely interpreted in terms of such a theory, however radical it may be. Why not adopt it? Simply because no one has thus far seen any way of reconciling such a theory with the facts of diffraction and interference so completely in harmony in every particular with the old theory of ether waves. . . . . .

"If we are going to leave either of these two main groups of facts out of account I think almost any experimentalist would say that the first group . . . can most easily be spared; for if we could have radiant energy localized in space we might possibly account for all the experimental facts without having it emitted by a given source in exact multiples of something, but spreading ether pulses which contain energy in multiples of something are certainly wholly inadequate. They go but a short way toward accounting for the present experimental situation. In conclusion, then, we have at present no quantum theory which has thus far been shown to be self-consistent or consistent with even the most important of the facts at hand, and yet it looks as tho one had to come, and when it comes I can scarcely believe that it will be one of the milder forms. That we shall ever return to a corpuscular theory of radiation I hold to be quite unthinkable. . . . But I see no *a priori* reason for denying the possibility of assigning such a structure to the ether as will permit of a localization of radiant energy in space, or of its emission in exact multiples of something, if necessary, without violating the laws of interference. That no one has as yet been able to do this can scarcely be taken as a demonstration that it can not be done. Fifty years ago we knew that such a thing as an atom existed, but we knew absolutely nothing about its structure, and it was customary to assume that it had none. To-day we know a great deal about the structure of the atom, but the position formerly occupied by it has been assumed by that thing which we call the ether. We know that there is a vehicle for the transmission of electromagnetic energy, but we know nothing whatever about its structure and it has been customary to assume that it has none. . . . We seem to be on the eve of learning something more about the properties of this vehicle, call it by what name you will, than we have known heretofore. Certainly there has never been a time when physics offered such tasks to its followers as now, nor ever a time when it needed more and better brains applied to these tasks. It may be that 'Thou art come to the Kingdom for such a time as this.'"

WHEELS WITHIN WHEELS IN MATTER

IT USED TO BE THOUGHT that the kinetic theory of gases was the last refinement in the way of explaining the facts of nature. That the steady pressure of an expanding gas is in reality only the summation of millions of impacts of the tiny molecules of which the gas is made up—flying about in all directions—this could at first scarcely be credited, and was accepted only by weight of proof. Now, however, as is pointed out by Prof. W. H. Bragg of Leeds University, England, in a leading article contributed to the *Revue Scientifique* (Paris, December 21), we must believe that on this system of flying molecules is superposed a more minute system, whose infinitesimally smaller particles penetrate, in all directions, at high speed, the very atoms of matter. These facts are forced upon us by what is now known of the phenomena of radio-activity. There is much in common between these two systems. In the first place, they both consist of very tiny particles moving about at high speed, describing straight paths ended by collisions. The radio-active particles and their motions are quite as universal as those of gases. Says Professor Bragg:

"In a room, and during every second, several thousands of alpha and beta particles arise, effect their journey through all the atoms that they meet, and then disappear as such, the alpha particles, for example, becoming atoms of helium. Among these, some traverse, in air, something more than 1½ inches; others a little less than 2 inches; some as much as 3 inches. Their speed is so great that the whole life of each alpha particle, considered as such, lasts only about one ten-thousandth of a second. Their paths are marked by the ionization of the air through which they have passed and by the heat into which their energy of motion is converted. . . . . .

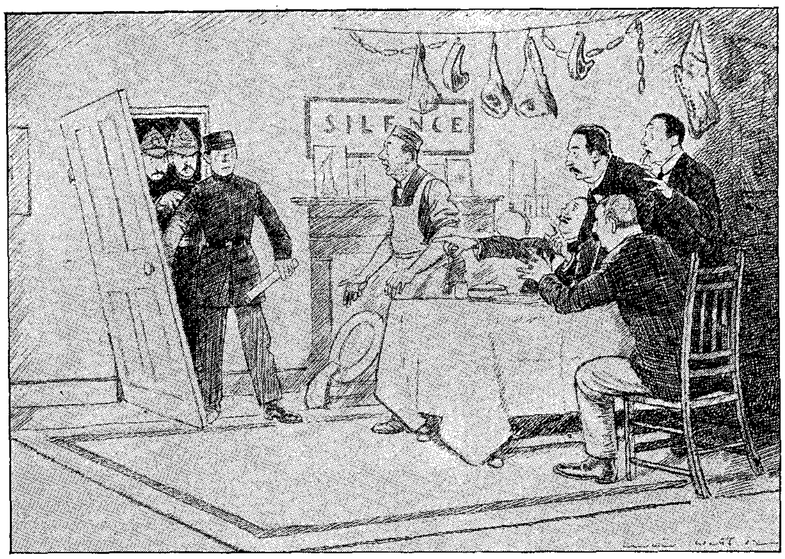
"A more minute comparison of the two kinds of motion reveals differences quite as interesting as their resemblances. The movements with which the kinetic theory of gases concerns itself are those of the gaseous molecules; but in radio-activity the things that move are quite different. Sometimes they are electrons, called 'beta rays' when their speed is high, and 'cathode rays' when it is lower, or they are 'gamma rays,' or '*x*-rays,' which are entirely new things for us; or they are 'alpha particles,' atoms of helium, the same as those we have formerly known, but having excessive velocities that have endowed them with new properties. In general, the radiant particles move hundreds of thousands of times faster than the molecules of gases, and it is probably because of this, as well as of their extreme tenuity, that they are able to penetrate matter. . . . The new theory [thus] furnishes us the possibility of knowing the internal structure of atoms. Never before have we been able to get anything through an atom; our spies were always arrested and sent back to the frontier. Now we may at pleasure cast through any atom an alpha particle, that is, an atom of helium, or a beta particle, that is to say, an electron, or a gamma- or *x*-ray, and observe what effect this journey has produced on the particle after it gets through the atom. Then, from the modification that it would appear to have undergone, we may endeavor to infer what it met in the inside."

In fact, the writer says, we now have what amounts to a kinetic theory within a kinetic theory — two motion-theories of matter involving two widely separated degrees of velocity, the newly discovered high-speed system being vastly more subtle than the older and grosser system of molecules which we used to think so inconceivably minute; and quite independent of it. The first hint at this state of things we owe to Sir William Crookes, in his discovery of what he called the "fourth state of matter," some forty years ago. Professor Bragg thinks that this phrase is still applicable. This "fourth state" is extra-chemical; the movements of its particles are influenced in no way by the combinations of the atoms with which it comes in contact. This looks as if chemical action had to do only with atomic exteriors and not with the depths into which only the new "radiant" particles can penetrate. Possibly the most important part of Professor Bragg's paper is his theory of the *x*-ray, which he believes to be corpuscular. The cathode ray which generates it is admittedly a stream of beta particles; Professor Bragg believes that the *x*-ray is the same stream of particles with modified energy due to the heavier atoms from which they have rebounded. Then how about ultra-violet light, which has many of the properties of the *x*-ray? Is it also corpuscular? And then must not all light be composed of streams of particles instead of ether-waves, as modern physics teaches? This last idea would seem to be against all experimental evidence. We thus have a chain of phenomena, each differing little from those preceding and following it, of which those at one end are undoubtedly corpuscular and those at the other as certainly due to undulation. While awaiting the solution, he concludes,

"Our business is to try to confirm and generalize the facts; and we must be content to put together some few fragments, since we can not yet systematize the whole."

THE UNAPPRECIATED POTATO

THE KING OF VEGETABLES is the potato, we are assured by an editorial writer in *The Journal of the American Medical Association* (Chicago, January 11). Most writers and speakers, when rating vegetables by their food value, had given this tuber a somewhat humble rank. But it is free, this writer tells us, from most of the faults common to the majority of vegetable foods. In contrast with the ordinary animal foods, vegetables are apt to be poorly utilized in the human alimentary tract, owing often to their woody texture. Their nutrients are packed away in impervious structures and cellulose walls, or enveloped in branny coverings which protect them from the digestive juices. Accordingly many plant products escape through the alimentary tract in part unabsorbed and unutilized. Cooking, of course, improves their digestibility, but even so, most vegetable foods are low in their protein content. Attempts to provide exclusive vegetable dietaries have usually failed because of the impossibility of inducing persons to consume, or at any rate, to digest, the bulky portions of such rations from plant sources as were assumed to be necessary. Now, however, it is recognized that not so much protein is required as was once supposed; and the percentage contained in potatoes seems to be adequate. At the same time there is no woody fiber or tough internal skin in the tubers, and they are altogether fit for food. Says the medical writer:



A GLIMPSE OF THE FUTURE: IN A COMPULSORY VEGETARIAN AGE.

A raid on a meat-eating den. —London *Sphere*.

"Hindhede observed a subject who, for more than a month, subsisted on potatoes and fats of various description without other additions to the dietary. . . . During this experimental period the subject consumed about 5 pounds of potato per day along with 120 grams of butter or 'margarin.' The utilization was excellent; the calorific needs were apparently supplied; the body weight remained unchanged; and at the end of the five weeks nitrogen equilibrium was established. Trials on other subjects have likewise indicated the satisfactory utilization of the foodstuffs of the potato. In every case stress was placed on the need of adequate mastication; and the overloading of the digestive tract at any one time was carefully avoided.

"It will surprize many who have been inclined by tradition or otherwise to minimize the nutrient possibilities of the potato in any direction except as a convenient source of starch, to learn of these newer findings. It is commonly overlooked that the potato, in contrast with some of the legumes and cereals, is not unduly rich in cellulose in a form which interferes with the satisfactory digestive attack of other foodstuffs. The most striking feature, however, is the apparent adequacy of the nitrogenous components of the potato to supply a liberal fraction of the requisite protein, in trials not only of brief duration, but also over periods of sufficient length to give some assurance of their success. The attempt to allot to the potato a worthy rôle in the dietary of to-day is a justifiable step in the direction of lowering the cost of living."

Possibly this discovery of the ideal vegetable food may hasten the day of vegetarian supremacy, so ardently desired by many excellent persons. Arthur Watts' humorous foretaste of what may then happen is presented above from the London *Sphere*.

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LETTERS AND ART

LOOKING SCHOOL FACTS IN THE FACE

NEW YORK has taken the courage to look its educational faults squarely in the face, and to look with eyes other than its own. It has just begun to learn what an expert committee, headed by Professor Paul C. Hanus, of Harvard, thinks of its entire system after an investigation, covering two years, at a cost of more than $50,000. Their findings may also be of value to other cities where imperfections exist, and New York's expenditure prove a national benefit. Professor Hanus is described as "probably the leading authority in the country on the art of teaching and on the practise of the schools." He and his associates are mostly all non-residents of the city, which is, thinks the New York *Evening Mail*, a "distinct advantage." The upshot of their consideration, in the fewest words, is, as *The Mail* puts it, that—

> "Our school system does not appear at all well when seen through these gentlemen's eyes. The character of the superintendence and control, the quality of the teaching in the elementary schools, the courses of study, the provision for industrial education, and other features of the system, all come in for severe criticism, and the fact is made plain that our whole school-system needs reorganization and reform."

PROF. PAUL C. HANUS.

"Probably the leading authority in this country on the art of teaching and on the practise of the schools," who has shown the need of wholesale revision of the New York school system.

Such things had not been unapparent to qualified students before the committee took up the matter. The trouble with New York is, charges *The Mail*, that when "the schools are not the playthings of politics, they are the object of indifference." Officials are charged with shortcomings. "The commissioners of education," says *The Mail*, "spend most of their time in debating the by-laws and assume a more or less irresponsible attitude toward the question of education itself." The committee's conclusions face the year's general defiance of traditional ill-luck in numbering thirteen:

1. Abolish the Board of Superintendents.
2. Reorganize the Board of Examiners.
3. Improve the quality of teaching in elementary schools.
4. Revise and make flexible both high-school and elementary courses of study.
5. Reorganize the general system of supervision.
6. Outline the functions of the Board of Education.
7. Reorganize the compulsory-attendance force.
8. Aim to prevent truancy and not to penalize it.
9. Establish more intermediate schools.
10. Study out a basis for maximum promotions.
11. Abolish part-time classes.
12. Make industrial and commercial education practical.
13. Conduct within the system educational experiments and investigations.

So many points of criticism indicate, says Professor Hanus, the need of "thorough reorganization in respect to its administration by the Board of Education and the supervisory staff and in respect to the general system of supervision." Bureaucratic control should be replaced by "helpful cooperation under leadership." The purpose of the inquiry, it is declared, was constructive throughout. As reported in the press, the committee say:

> "The method of the inquiry has been statistical, inspectorial (personal inspection by members of the staff), comparative (comparisons of New York City's schools and school-system with those of other cities), and experimental so far as reliable experimental or scientific methods are available in education and could be employed, and we have made much use of conferences with officials and members of the teaching and supervisory staff.
>
> "There are as yet no universally accepted standards whereby the adequacy of educational aims and practises can be judged.
>
> "It is possible, however, by studying the practise of progressive school-systems throughout the country to formulate the aims that determine their activities. Such formulations by different individuals will naturally differ in details; but if carefully made they will agree in most essential features, because they will represent what the American people want their schools to do. I have attempted such a formulation in the following paragraphs. It has been accepted in most particulars by my associates, and in the absence of a universally accepted standard of what instruction in public school-systems should offer, it has been used, together with the conclusions reached by my associates in their study of details, to estimate the adequacy or inadequacy of New York City's educational offering so far as that offering was studied by us."

Schools must be constituted, the report declares, so as to provide adequately:

> "*a.* The means of appropriate and, so far as possible, complete general development (self-discovery and self-realization and preparation for general social service for every pupil); and,
>
> "*b.* Various kinds of vocational training adapted to the needs, tastes, and future callings of all pupils who pass at once from school to their life work; and for those who wish to improve themselves after they have gone to work (preparation for specific social service, *i.e.*, for usefulness).
>
> "They must therefore provide:
>
> "1. The elements of general culture, comprizing—
>
> "(*a*) A satisfactory command of the school arts—the three r's.
>
> "(*b*) An insight into, appreciation of, and power to deal with (1) the recorded ideals and experience of the race; and (2) all worthy interests of contemporary life, so far as they can be rendered interesting, intelligible, and accessible to children and youth of school age; that is to say, the school program (program of studies) must cover:
>
> "(*a*) The school arts—reading, writing, arithmetic.
>
> "(*b*) Language and literature (modern and ancient).
>
> "(*c*) History, government, and economics.

“(*d*) Art (pictorial and plastic art, constructive art, and music).

“(*e*) Mathematics.

“(*f*) Natural science.

“(*g*) Manual arts and domestic arts.

“(*h*) Physical education, including physical training and athletics.

“(*i*) Vocational guidance in—

“I. Kindergartens.

“II. Elementary schools, with differentiated upper grades, and well articulated with the

“III. High schools, having as wide a range of electives (administered under wise guidance) as possible.

“2. Vocational training (training for specific social service) at the upper end of the elementary school in industrial and commercial schools, whether called secondary schools or not, in—

“(*a*) Day vocational schools for normal pupils over 14 years of age, whether they have completed an eight years' elementary school course or not, and who will not go to a high school.

“(*b*) Day cooperative and continuation schools (vocational) for pupils 14 to 18 years of age who can not afford or will not take the time to attend a day vocational school.

“(*c*) Evening continuation schools, vocational and nonvocational, for pupils over 18 years of age who are at work during the daytime.

“(*d*) Vocational high schools—vocational schools of secondary grade.

“(1) High schools of commerce.

“(2) High schools of practical arts (technical high schools).

“(3) Agricultural high schools.

“Or well-organized separate departments of (1), (2), and (3) for vocational instruction in general high schools.

“But the American people are not satisfied with schools for normal children only. They acknowledge their obligation to do all that can be done for exceptional children as well; hence they provide also schools or classes for

“*a*. Cripples.

“*b*. Anemic and tubercular children.

“*c*. Incorrigibles and truants.

“*d*. Blind children.

“*e*. Deaf children.

“*f*. Mentally defective children.

“New York City meets the foregoing standard of educational opportunity only partially, and in some respects hardly at all.”

However unpleasant the facts brought to light, the general comment is one of welcome to the truth. The New York *Tribune* observes:

> “We know that realizing the ideal of education is the most difficult thing in the world. But that should not deter us from finding how far short we are of realizing it in our New York public schools and of striving to come nearer to it. That is what the reports of Professor Hanus and his associates should help us do. They are among the leading educational specialists of the country, and their investigation of the schools of the country's greatest city is a monumental work.”

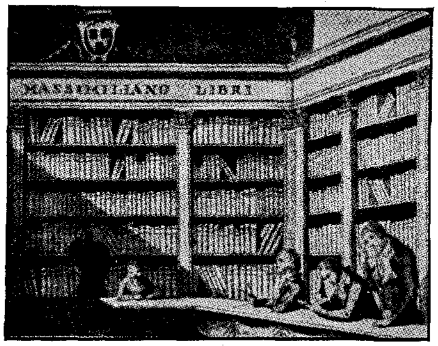
Mr. Egerton L. Winthrop, Jr., president of the Board of Education of New York, admits to a *Herald* interviewer the need of applying the recommendations of the Hanus report, saying:

> “The Board of Education has been running along in a rut. No serious difficulties have been experienced, but there has been no examination of conscience, which is just as good for a corporation as it is for the individual. We are going to give very serious attention to the recommendations of Professor Hanus and his associates. It is really an expression of opinions of experts and is very exceptional in point of scope. They have done their best to give us their honest judgment and it will be of great value to the Board of Education.
>
> “The reorganization or readjustment of the Board of Examiners would be an intelligent step, and at the same time it will give opportunities for greater discretion in the management of the schools. We must get away from too much routine and the idea of red-tape methods.
>
> “I am in thorough sympathy with the teachers, but I do not believe that the teachers should be permitted to rule the system.
>
> “With regard to the Board of Superintendents, we have got to have a supervising force. One man can not do this work alone. Whether it is best to have a board of coordinate individuals under one head is a pretty big question.”

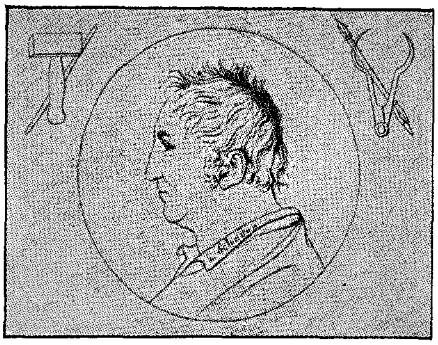
THREATENING “PUNCH”

THE MAN who is spoken of as the publishing octopus of England has found one paper that he can not buy. *Punch*, it is said, has withstood Lord Northcliffe's overtures to marshal it in line with the London *Times*, *The Daily Mail*, and a score or more of journals and magazines issued by the company founded by this enterprising entrepreneur. Lord Northcliffe, who may be better remembered here as Mr. Harmsworth, had the benevolent intention of making *Punch* humorous. Since, however, *Punch* declines to be bought and reformed, Lord Northcliffe has announced his intention of starting a rival comic paper. His determination seems to issue from a rather pretty quarrel, so a cable dispatch to the New York *Tribune* informs us, for *Punch* “in one of its brilliant flashes of mordant humor,” referred to *The Daily Mail's* military contributor, “Linesman,” as “Penny-a-Linesman.” A few days later “Linesman,” in *The Daily Mail*, mentioned incidentally that “there was a time when *Punch* was written by gentlemen for gentlemen, but that now that it was written by men of letters we must naturally look for a change in it,” etc., etc. It is believed more than likely that this contretemps inspired an article a few days later in *The Daily Mail* on “The Decay of Humor,” signed by one of their occasional contributors, “An Englishman.” He rehearses the facts that go to substantiate England's claim to be “the home of humor,” calls the roll of Britain's brilliant masters of the art, from Chaucer down through Shakespeare to Dickens, and, such being England's inheritance, asks “what have we done with it?” And the answer is: “Treated it as we have treated our other inheritances. Whatever seems of worth or value to us we trample under foot or turn into a superstition.” More than that:

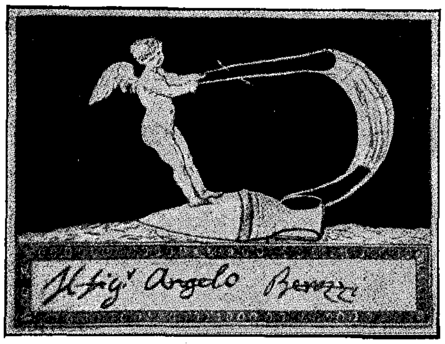
> “We despise the hard-won supremacy of our Empire; we take a foolish joy in destroying the Church, which has been more than a thousand years a-making; and the humor which we derive from Chaucer in a direct line we think we may crystallize in our only comic paper. *Punch* is ours and why should we ask more? With that weekly masterpiece to defend us, are we not proof against all the attacks of envious foreigners? ‘You have no wit,’ says the Frenchman. ‘You can't see a joke,’ says the Yankee. And we murmur, ‘There is *Punch* to confute you’; and once some were foolish enough to think the answer sufficient.
>
> “*Punch*, then, is our superstition of humor, our official comic paper. It is a kind of trade-journal of funny men. It is a colleague, so to say, of the *Tailor and Cutter* or the *Court Circular*. About the mahogany table, which I am told is made of deal, there gather together all the brilliant wits of the age. Even when they carve their names upon the deal-mahogany with an hieratic gravity they are holding their sides with laughter. Their weekly banquets, it is said, are marvels of so brilliant an hilarity that the heroes who assist at them can neither eat nor speak. Much of this we must take on faith, for the cream of the humor does not get into the columns of the paper. But obviously it is a very serious business, the editing of *Punch*, and it is not surprizing that its centenary was celebrated, not in an outburst of merriment, but by a religious service. Poor fellows, even humorists must have a holiday sometimes!
>
> “It is one of the stock jokes of *Punch* that a foolish busybody intercepted the genial editor with the objection that ‘*Punch* is not what it was.’ The genial editor is said to have replied, ‘It never was.’ Then follows a prolonged cachinnation. And the fact is that the genial editor spoke no more than the literal truth. *Punch* never is as good as it was. Its initial elevation was not great, but it has descended from it with unfailing vigor. There was a time when it represented now and again the solid, central spirit of England. The humor of Leech, which was good humor, was English in its style and method. At times *Punch* has tempted artists within its fold. There is no doubt that Charles Keene cast a luster upon its solemnity. Now and again men of letters have found a hostelry for their productions in the pages of *Punch*. But these are interludes, and the truth remains that *Punch*, the official headquarters of our humor, is what it always was, ‘never as good as it was.’ ”



VOCATION CARD WITH LIBRARY.



PORTRAIT CARD OF G. SCHADOW.



POMPEIAN MOTIF.

A REPUDIATED ART

An interesting inquiry into one phase of the psychology of the fine arts might answer the question why modern taste divorces decorative adornment from the visiting-card. From the time the card first came into use until the middle of the nineteenth century it rejoiced in as many and various expressions of the possessor's personal taste as the book-plate of to-day. But fashion seems now to demand that this useful little piece of pasteboard shall go unadorned. The decorative examples, then, become chiefly interesting to the collector, and a famous assemblage of them has been brought together by the Viennese, Figdor, whose collection is classified according to its cultural values, and is carefully studied and described by Eugen Guglia. The Arts and Crafts Museum, of Berlin, also has many fine and characteristic examples of such cards, and it is from these collections that Felix Poppenberg has obtained data for his readable article on this subject in *Ueber Land und Meer* (Stuttgart). Here he recalls a little of their history:

"Visiting-cards were first used in Paris toward the end of the seventeenth century. At first, a caller who found no one at home merely wrote his name on the back of a playing-card. . . .

"The specially engraved name-card appeared about the middle of the eighteenth century; it evinced the opulent love of decoration of the times, and the finest artists of the day, the same who gave their services to the craft of decorating books, lent their hands to this—Moreau *le jeune* and Cochin *fils*, for example.

"All the *motifs* of decoration upon which so many changes were later played appear in these specimens—the purely ornamental, the mythologic and 'antique,' the *genre* picture, the landscape, and the pictorial allegoric 'play' upon the vocation.

"It is an engaging task to pass in review, in all their changing forms of expression, such cards, which often exhibit in a tiny area the ripest taste in arrangement.

"Despite their high artistic level many of them remain for us mere curiosities. . . . Our art, our garments, our modes of intercourse, are too reserved, too narrowly restricted to the unobtrusive, for us to allow our names to be illustrated allegorically. Our cards are decorated with script alone, beautifully engraved on copperplate. This oldest and most distinguished form, as elegant as illumination by wax candles, has been revived within the last few years. But this mode had its prototypes in the past, tho specimens are rarer than are those of the pictorial.

"Choicely beautiful, for instance, is the noble script, like that of a portrait copperplate, on the card of the Abbé Metastasio, or the flowing *antiqua* on the card of the Prince Philippe de Liechtenstein (d. 1802), encircled by the light and airy calligraphic whorls evolved from the initials.

"A charming variety contents itself with setting the name in a frame, a medallion, or cartouche, surrounded by decorative work. The owner commonly wrote his own name, as an autogram, within this engraved vignette."

Toward the end of the eighteenth century the Pompeian *motif*, we learn, was favored in elegant Parisian society. Arabesques, arrangements of fruit, masks, dolphins, hippogryphs drawn in delicate miniature in fine white lines on a dark ground, fill the borders of rectangular cards. Or a single *motif* is selected and made representative, such as "the amourette, full of drollery, standing on an overturned vase, and holding a swelling sail." Further:

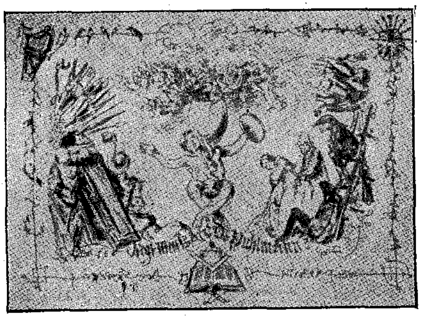
"Here we already see, as in the pictured cards from now on, the illustration as the main object, the name in a narrow strip being incidental.

"In the time of Winckelmann and classicism, people loved the cult of ruins, and set their names on torsi and architectural fragments of the ancient world. And the engravings on the cards are various *motifs* from Goethe's art-poems: 'An architrave bedecked with moss,' 'A temple's crumbling ruins,' etc., etc. . . . .

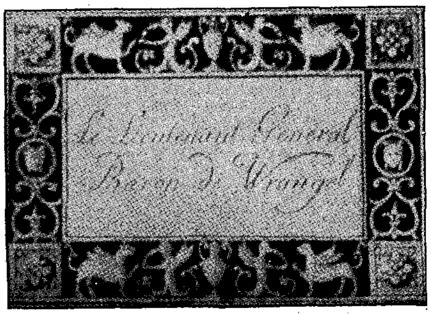
"On a mighty riven block, like one from the Via Appia, one reads A. Canova; beside a shore rises an arch o'er-spun with ivy while a stone plate imbedded in the ground like a memorial tablet announces the proud ancestral name: Le Prince Charles Albani."

Of similar character was the taste for views of Italian cities, such as St. Peter's, the Colosseum, the Pantheon, the Fountain of Treves, the Arch of Titus. More:

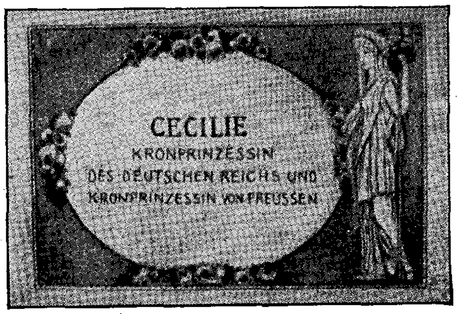
"Venice furnishes effective architectural *motifs* in St. Mark's and the Doges' Palace, and a Venetian card of this period shows



CARD OF REGIMENTAL PHYSICIAN.

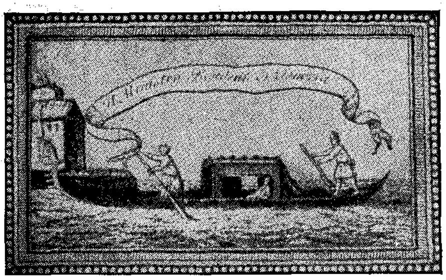


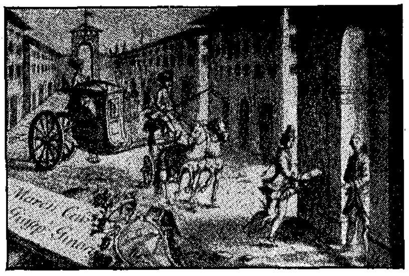
POMPEIAN MOTIF.

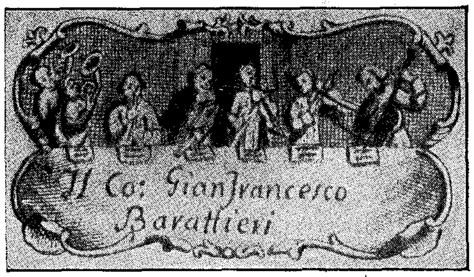


MODERN CARD OF GERMAN CROWN PRINCESS.

VISITING-CARDS THAT USED TO TELL AS MUCH OF


VENETIAN CARD WITH GONDOLA.


TRAVELING COACH WITH FOOTMAN.



VOCATION CARD WITH MUSICIANS.

a singular concurrence in picture, inscription, and significance. . . . This is the image of a gondola enclosed in a 'pearled' frame (and this is of allegoric significance), over which a banner flutters, bearing the words: 'Il Ministro Residente di Venezia.' "

Specimens of the *genre* and bourgeois and domestic types are next considered:

"A sentimental effect is attained by a loving couple in a bower, with a prospect of Vienna in the background and the moon rising above the Stephen Tower.

"A village street is shown, with a tower in the background; a coach rolls up to the inn, a footman springs down and presents an announcement to the host. . . . Scenes of family life are presented. A young couple stand before a sleeping child, the wife holding a candle."

Noting in passing the death-bed and churchyard themes, with their familiar gravestones, urns, and weeping-willows, Poppenberg comes to the interesting group portraying or indicating vocations, an immense field that gives opportunity for the widest variation; these begin at a very early period and continue very late:

"They are closely allied to the '*Ex libris*,' which also show a preference for accompanying the name-inscription emblematically by the insignia of the vocation or illustratively by a pictorial vignette showing the owner's activity. . . . . .

"The cards of the painters are adorned with their implements—in one instance easel, palette, and canvas are strapped on a horse's back ready for an art pilgrimage:

Once more, ye Muses, saddle me the hippogryph,
That I may ride to the romantic land of Eld.

"Joseph Haydn accompanied his name with two lines of notes and the resigned text: 'Molto Adagio. Gone is my strength. Old and weak am I.'

"A charming Italian card has the name cartouche in the form of a *loge* in which a septette of musicians play flute, horn, and violin."

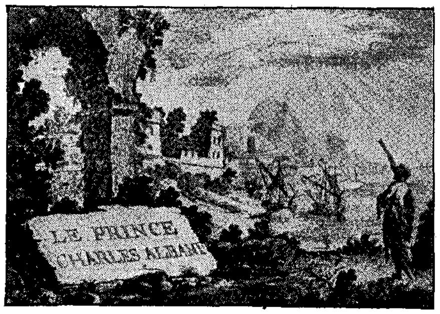
The learned illustrate their acquirements: Here is a study "surrounded by bookcases upon whose cornice is written *Massimiliano Libri;* a laboratory with cupboards of phials and a chemist's furnace with a retort, the latter being fed by an amourette, according to the fanciful emblematic taste of the day." Emblematic, too, but sparingly so, is the beautiful card designed by E. Bolt for G. Schadow; "the chief feature is the clear-cut portrait-head, on whose collar the name is written in small, fine letters." Another striking example is the card designed by Adolf Menzel for the military physician, Dr. Puhlmann. This is decorated with merry conceits, and all sorts of quips and quirks and jests whose point is rather hard to decipher at this late date.

In the closing paragraphs Poppenberg remarks upon the great superiority of the modern revival of the engraved script to the cold smoothness of these lithographed specimens, but laments that its full possibilities are not realized.—*Translation made for* THE LITERARY DIGEST.

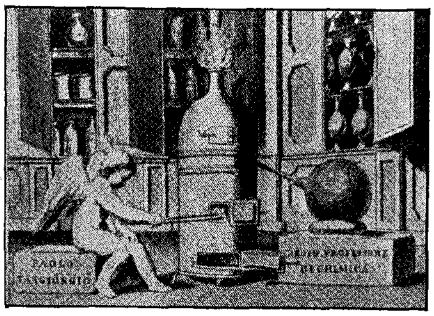
OUR "ONE" SUPERIOR ART.—"There is one respect in which the American is immeasurably superior to the Englishman," generously concedes Mr. James Douglas in the London *Daily News.* Having thus caught our attention, he explains that that "respect" is "the art of happy nonsense." He is even more generous:

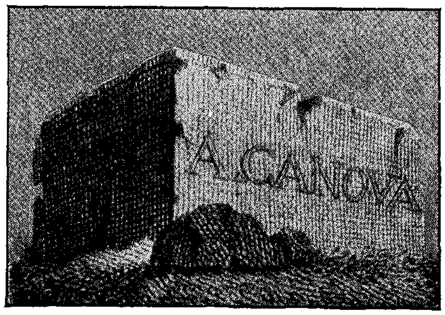
"Nearly all the happy nonsense in our life comes from America, for we do not now import much nonsense from Ireland, the fairyland of nonsense. Nonsense is as necessary in the dish of life as salt is necessary in our food. It is the thing that gives savor to our seriousness. If we wish to discover how valuable nonsense is in our life we have only to spend an hour with children. In a child's life nonsense is at least nine-tenths of joy.

"The latest product of the American genius for nonsense is rag-time. The English temperament is slow to surrender to an alien spell, but when it does surrender, its surrender is absolute. I have been waiting a long time for the triumph of rag-time. It is more than a year ago since I abandoned myself to its enchantment. It was at an American dinner-party in London. After dinner an American girl sat down and played rag-times on the piano. Instead of subsiding into somnolent solemnity, we all became amazingly and miraculously joyous. The musical nonsense got into our blood, and we found ourselves suddenly as merry as children. The American girl seemed to have joy at her finger-tips, and the beauty of her joy was its freedom from sentiment or passion, or thought. It was the pure joy of heartless youth—the kittenishness of the kitten, the puppishness of the puppy, the kiddishness of the kid. It was the joy of life, without any sad leaven of experience or any wistful alloy of remembrance."



ROMAN RUINS.


VOCATION CARD WITH CHEMICAL LABORATORY.



ROMAN RUIN, A. CANOVA.

ONE'S TASTE AND VOCATION AS THE MODERN BOOK-PLATE.

RELIGION AND SOCIAL SERVICE

WOMEN FACTORY SLAVES

If a map were used to show the number of States that prohibit the night work of women in factories alongside those which make no such ruling, the exhibit would show something of almost Stygian blackness. Three States only—Massachusetts, Indiana, and Nebraska—legally protect their womenkind from this form of industrial slavery. The Massachusetts law has existed for nearly twenty-five years, affording to women employed in manufacture a period of rest at night between 10 P.M. and 6 A.M., and since 1907, points out Josephine Goldmark in *The Survey* (New York), "the great textile industry of Massachusetts has prospered with an even stricter limitation of hours; the employment of women is prohibited therein between 6 P.M. and 6 A.M." Europe is quoted as far in advance of this country in respect to such provisions. "The adequate night rest for working women has been studied, reported on, and made the subject of the first important international treaty dealing with the hours of labor of wage-earners." "The fact that fourteen European nations have, through their specially appointed representatives, signed a treaty to provide for women in industry at least eleven hours' rest at night brings out forcibly the inaction of our States upon this momentous issue." Miss Goldmark, with the assistance of Christian C. Merriman, who made the maps, has set forth the complexion of the United States in respect to its attention to this important legal subject. She writes:

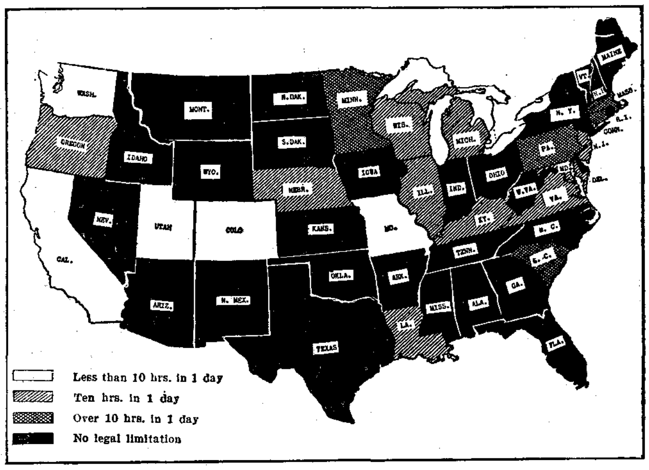
"The desirability of these laws is taken for granted. No arguments are given to show that industrial overwork is dangerous to health and that a community must protect itself by providing in its statutes a reasonable working day.

"What, then, is a reasonable day of work, and what States provide it?

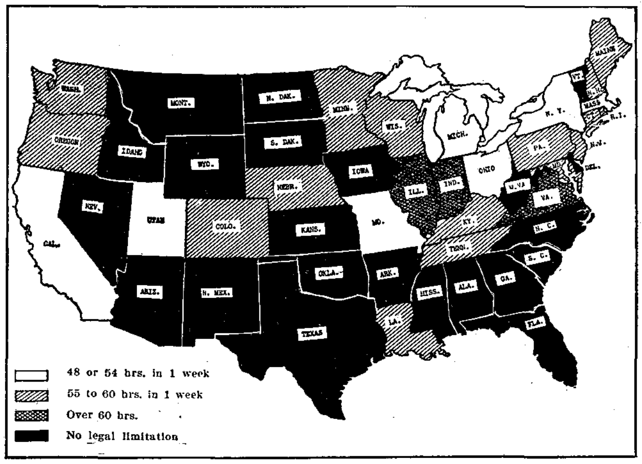
"The goal of working people themselves throughout the world is the eight-hour day. Eight hours is the daily period which many communities—city, State, and national—as model employers set for the labor of adult men in their employ. Granting that this limit can not be set at once even for women in private employment in all the States, it should yet be the recognized goal for ordinary industrial occupations. Even the eight-hour day involves, with the noon hour and the journey to and from work, in most instances ten hours' absence from home. And at home there awaits the working woman, married or unmarried, in most cases unavoidable home work—washing, mending, or cooking—which she performs in addition to wage work. From the standpoint of health, therefore, eight hours of employment leaves a small enough margin of time for rest and leisure."

The maps here reproduced are divided into two groups. Nos. 1 and 2 show the hours of labor for women in manufacture by the day and by the week; and 3 and 4 the hours for those who are engaged in mercantile establishments. We read:

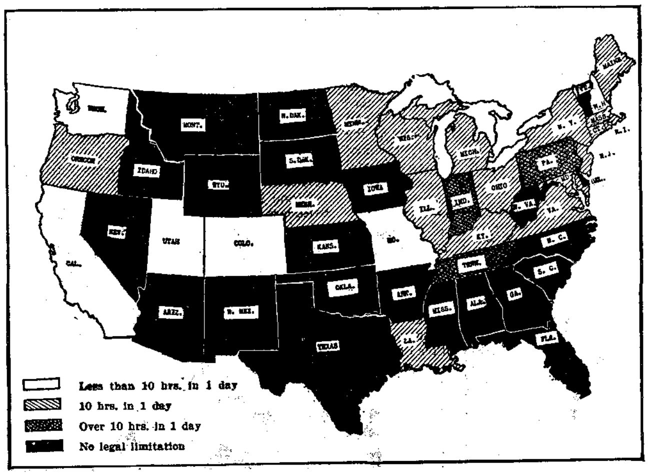
"Map 1 makes plain the number of hours allowed in one *day* for women employed in factories. Six States are marked white or first grade, because they lead the others: California, Colorado, and Washington providing the eight-hour day, Utah and Missouri the nine-hour. New Hampshire provides 9⅔ hours. The reader should note at once how these States stand on



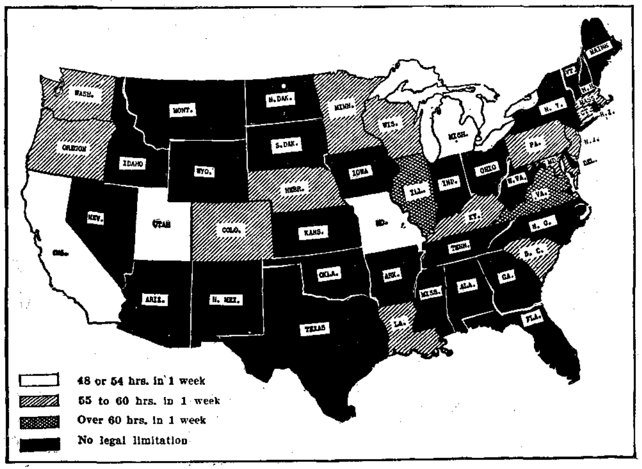
LEGAL HOURS OF LABOR FOR WOMEN IN MANUFACTURE: BY THE DAY.



LEGAL HOURS OF LABOR FOR WOMEN IN MANUFACTURE: BY THE WEEK.



LEGAL HOURS OF LABOR FOR WOMEN IN MERCANTILE ESTABLISHMENTS: BY THE DAY.



LEGAL HOURS OF LABOR FOR WOMEN IN MERCANTILE ESTABLISHMENTS: BY THE WEEK.

MAPS TO SHOW HOW THE UNITED STATES TREATS ITS WORKING WOMEN.

Map 2, showing the number of hours allowed in one *week*. It is not possible to give on one map the hours allowed both by the day and by the week. The daily work period is shown first because from the standpoint of health it is the most important. For after excessive fatigue, our human organism requires more than proportional rest for recuperation. Rest taken before exhaustion arrives is doubly efficacious. The *daily* scale of time expenditure is, therefore, the prime concern. To allow days of unlimited duration, on any pretext (such as to make a short Saturday), even when the week's work is limited to a specified number of hours, is physiologically wrong, and in practise a hardship.

"The variation in the number of hours per week shown on Map 2 is, however, only second in importance. Here seven States are white, since they provide the least number of hours in one week—forty-eight and fifty-four hours.

"Washington and Colorado set no *weekly* limit, and hence on Map 2 they sink from the first to the second grade. In these two States a woman may be employed eight hours on seven days in the week, or fifty-six hours in all. California alone prohibits more than forty-eight hours' work in one week.

"The next point to be noted on Map 1 is the general prevalence of the ten-hour day, provided by seventeen States. Here, too, a glance at the opposite map shows how these ten-hour States vary in the weekly hours they prescribe. Four of the ten-hour States—Massachusetts, Michigan, Ohio, and New York—are in advance of the others and have reached the first rank, allowing only fifty-four hours in one week. On the other hand, two of the ten-hour States—Illinois and Virginia—fail to provide any weekly limit, and hence sink from the second to the third grade, permitting seventy hours in one week.

"The black States have no legal limitation of hours. Here two points should be made clear: First, while these maps show only the statutes and do not attempt to deal with the *enforcement* of laws, yet seven States are included in the black list because their laws are purely paper statutes, and are obviously nullified by their own wording. In South Carolina, for instance, the Commissioner of Labor said in 1911 that it had been utterly impossible to enforce the nominal ten-hour law for factories because 'the law itself is well-nigh impossible of interpretation and is so constructed as to make it absolutely impossible to ascertain whether there has been a violation or not.' . . . . . .

"A second point is to be noted regarding the black States. It is only just to point out that many of them have not yet legislated to protect working women from excessive working hours because the need has not yet arisen. The census of 1910 reports that, excluding Colorado, less than 2,000 women were employed in manufacture in the whole Mountain Division, comprizing eight States: Montana, Idaho, Wyoming, Colorado, New Mexico, Arizona, Utah, and Nevada. Naturally, then, the need of legislation has not been pressing. Yet bitter experience has shown the wisdom of obtaining such laws *before* industry is present to oppose them. If the Mountain Division of States will legislate now before the overwork of women assumes its appearance of 'necessity,' all manufacture will grow up under the same conditions and will be able to compete upon a higher level than in the older States. . . . . . .

"Again, Pennsylvania—third only to New York and Massachusetts in number of female wage-earners—has been content to rank at the very foot of the list, when measured by the number of hours of work allowed in one day; twelve hours are still provided in her law for women employed in factories and stores."

Maps 3 and 4 show the legal day's and week's work allowed in mercantile establishments, and some curious inconsistencies are brought to light:

"Here, too, the five States which lead in Map 1 are again white. Doubtless many readers will be surprized at the greater prevalence of black in these maps. Most of New England, New York, and Ohio stand out in dark contrast to their appearance in the first maps. Even Massachusetts, the pioneer of legislation in America, still leaves the day's work unlimited, provided the week's work be not more than fifty-eight hours.

"The discrimination against the women employed in stores is the more unreasonable because the strain of their work is being more and more clearly recognized. It is true that they are not subjected to the speed, the monotony, and complexity of machinery, but the girl behind the counter suffers greatly from the constant standing, continuing at any rush season or special sale literally throughout the day. Many girls complain of broken arches and varicose veins. There is also unmistakable nervous strain in being always on their good behavior."

MR. ROCKEFELLER, JR.'S WAR ON THE SOCIAL EVIL

Believing that the social evil constitutes one of "the great and vital world-problems of the day," Mr. John D. Rockefeller, Jr., has been slowly developing a permanent Bureau of Social Hygiene. By this institution, already in operation for some months, he proposes to war on vice conditions in New York "with all thoroughness and vigor." In the judgment of many, from one point of view, the social evil "forms the greatest single menace to the perpetuation of the race," he observes as the actuating motive for his scheme. The idea of establishing a permanent organization to cope with it, Mr. Rockefeller told a reporter for *The Evening Telegram* (New York), was the outgrowth of his service of six months as foreman of the special "white slave" grand jury, appointed in New York City at the beginning of 1910. He came then to realize the extent and horror of the evil, and after conferring with many people, he determined upon founding the bureau. Some work has already been accomplished, as we see here:

CATHARINE BEMENT DAVIS,

Who from her experience as superintendent of the New York State Reformatory for Women suggested the laboratory at Bedford Hills for the study of social hygiene.

"Under the direction of the bureau, Mr. George J. Kneeland, who conducted the investigation carried on by the Chicago Vice Commission, has made a comprehensive study of vice conditions in this city, and Mr. Abraham Flexner has spent nearly a year abroad investigating the methods of dealing with this problem in the leading cities of Europe He will make further studies in a number of the larger cities of this country. As each of these studies is completed it will be published, and until this is done the bureau deems it unwise and premature to express any conclusion as to a method of dealing with the social evil in this city. It is hoped that the press and the public will be disposed to await the result of these studies before formulating conclusions.

"As to whether the unfortunate woman is a victim or a contributor to her own vicious career, I say unhesitatingly that in the vast majority of cases she is a victim. The women are merely tools in the hands of the stronger sex. It is a business run for profit, and the profit is large.

"It is my belief that less than 25 per cent. of the unfortunate women in this country would have fallen if they had had an equally good chance to lead a pure life. That they have been dragged into the mire in such large numbers is due to a variety of circumstances, among which are poverty, low wages, improper home conditions, and lack of training, the desire to gratify the natural craving for amusement, pretty things, etc.; but while all of these and many others may be contributing causes, man is chiefly responsible for their fall.

"Thus far the work of the bureau has been financed by its members and a few interested friends, and this will continue to be the case until a larger and more formal organization is considered advisable. To its future financial policy it is not now necessary to give attention. As its needs grow, there are numbers of men and women in this city who, I am confident, stand ready to join in meeting them.

"While the bureau expects to publish all of its important studies, it is obvious that its preliminary work can best be done without publicity.

"The bureau holds itself ready to enter any field of investigation or work not already occupied effectively by other organizations which seem likely to contribute to the main purposes for which it has been established."

Dr. Catherine Bement Davis, superintendent of the New York State Reformatory for Women, at Bedford Hills, offered some of the initiatory suggestions. Mr. Rockefeller's first work was to buy a plot of ninety-five acres near the reformatory for the uses of a laboratory where, under the direction of Miss Davis, every person committed will be under observation from three weeks to three months, and her physical, mental, moral, and social aspects be investigated. Further:

"From this study by experts it is hoped that ways will be found in which to reform the individual, or, where reformation appears hopeless, to bring about permanent custodial care. From the study of these individual cases it is also hoped to formulate methods to suppress the conditions which make for vice."

The superiority which a bureau possesses over special commissions is analyzed in a previous statement by Mr. Rockefeller, where he said of the findings of the grand jury of 1910:

"One of the recommendations made by it in the presentment handed up at the termination of its labor was that a public commission be appointed to study the social evil. The foreman of that body subsequently gave careful consideration to the character of the work which might properly be done by such a commission and the limitations under which it would operate.

"In this connection separate, personal conferences were held with more than a hundred leading men and women in the city, among whom were lawyers, physicians, business men, bank presidents, presidents of commercial organizations, clergymen, settlement workers, social workers, labor leaders, and reformers. These conferences developed the feeling that a public commission would labor under a number of disadvantages, such as the fact that it would be short-lived; that its work would be done publicly; that at best it could hardly do more than present recommendations. The conviction also grew that the main reason why more permanent results had not been obtained by the various organizations which had dealt with the subject of the social evil during the last ten or fifteen years was that most of them were temporary.

"While active they materially improve the situation, but as their efforts were relaxed there came the inevitable return to much the same conditions as before. The forces of evil are never greatly alarmed at the organization of investigating or reform bodies, for they know that they are generally composed of busy people, who can not turn aside from their own affairs for any great length of time to carry on reforms, and that sooner or later their efforts will cease, and the patient denizens of the underworld and their exploiters can then reappear and continue the traffic as formerly.

"So the conviction grew that in order to make a real and lasting improvement in conditions a permanent organization should be created, the continuation of which would not be dependent upon a temporary wave of reform nor upon the life of any man or group of men, but which would go on, generation after generation, continuously making warfare against the forces of evil. It also appeared that a private organization would have, among other advantages, a certain freedom from publicity and from political bias which a publicly appointed commission could not so easily avoid."

Samuel H. London, the "vice investigator" now testifying before the Curran committee, gives some discouraging comment on Mr. Rockefeller's plans:

"Without the opportunity given them less than two per cent. of immoral women reform. While such immoral women in New York get less money than in any other large city, they get enough to drive away all real intention of reforming, and I am certain that Mr. Rockefeller's experiment in that direction will fail.

"Yet every one of these women chases the same rainbow. Some day she will be decent. She will be married and happy. And she puts off that day to a year from then. But when the day comes she isn't quite ready."

PASSING OF THE INFIDEL

THERE WAS A TIME when few sermons left the infidel unmentioned. His argument may have been brought up to be refuted, something in his life may have been used to point a serious moral; but, at any rate, he figured large in the vocabulary of the cloth; he was "easily recognized, and his social and religious outlines were unmistakable." He could be "called names without offense," as John Richard Brown reminds us in *The Standard* (Baptist, Chicago). "He could be prayed for with precision, and his special shortcomings of faith and life were public property; they were sometimes a real institution of the country-side." But, observes this writer, the race seems to have died out—"to lie in the grave with the ichthyosaurus and other horrible creations of the fossil past." Of course there is a modern infidel, but, we are told, he "does not make the flesh-and-blood appeal of his deceased race; he is fugitive, evasive, and even unfaithful to the implications of what he believes. He prefers a lair—and the fine leaves of a new and subtle vocabulary cover it." So that the old infidel, being dead, is coming into a new appreciation, and "the churches are sorely missing him."

"He was a great inspirer of ministerial copy; he was responsible for many forms of ecclesiastical belligerence. The infidel Goliath was a man of some intellectual dexterity, who could interest light-minded persons and lewd fellows of the baser sort, by a recital of the 'Mistakes of Moses,' the 'Banalities of the Bible,' and the 'Imperfect Morality of the Saints.' It was a profitable excursion into the realm of holy things—ears were tickled at 50 cents a head; it was a mildly exciting adventure into the peace of believers—the lectures were generally the theme of numerous pulpit answers for three months afterward; it was a totally irrelevant way of dealing with the problems of the times—for the arch infidel was never taken seriously by lovers of men. The new fighting goes on behind ramparts with the use of disappearing guns. The old infidel boldly—and profitably—dragged his gun across the field in front of the believers to draw their fire—he always succeeded in doing it. But this antagonist has no true successors. He has become a memory. Lectures on selected topics of infidelity do not draw respectable audiences even when the handbills are featured with the promise in large type 'No Collections.' Infidelity as a paying investment is not listed on the stock exchange of men's best hopes."

Then there is another type of infidel who is being missed—

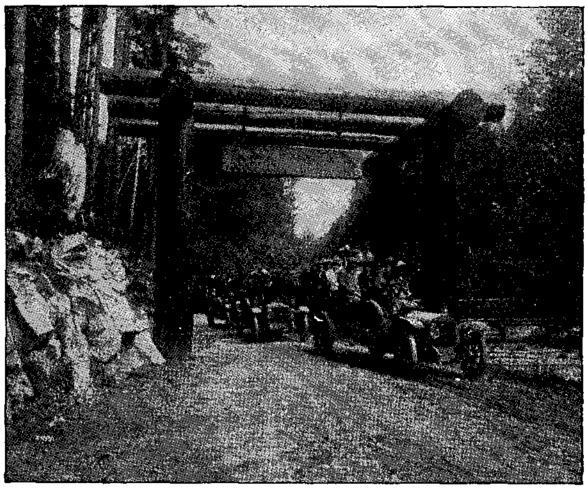
"He is the aggressive and often blatant neighbor who used to boast of his lack of faith—which he always identified with believing what is not so—and which he emphasized by a series of inane profanities. To the pious he was always a baffling problem. He was an object of solicitude whenever a special meeting broke out in the neighborhood; often he would be prayed for publicly, with the inevitable growth of his already swollen self-conceit when he heard of it. His forum was the country store, or if he did not invite enough replies in that place of high deliberation, he was always sure of an audience at the hotel. . . . This infidel showed that his end was near when the only audience he could command were the small boys or the youths of the neighborhood who were in their first active and amusing protest against the universe. But the boys and men grew up; they are now mostly useful citizens of church and state."

Now, observes Mr. Brown, "Modern scholarship has made the repetition of an experience like that of Mr. Ingersoll impossible"; modern psychology and the careful study of religious experience have taught us a great deal, and "much that was once called by the hard and derisive name of infidelity we now recognize as imperfect belief." And he concludes: "The fact that the infidel has disappeared—at any rate, in the vocabulary of the Church—shows that the Church knows its business better, and widens its field of redemption."

MOTOR-TRIPS AND MOTOR-CARS

THE GASOLINE PROBLEM

THE latest word from the gasoline market proclaims an advance in the wholesale price to 17 cents per gallon. In July the price, after an advance of a cent each month from a former wholesale figure of 9, had reached 16 cents. It was about a year ago that the price began to advance above 9 cents. Coincident with the advance to 17 cents is an official item as to a decrease in 1912 in the production of crude oil. This decrease from 1911 was 250,000 barrels. The total production for the year was 220,000,000 barrels. The decrease not only shows a very considerable percentage of loss from that great total, but was accompanied by an increase in the demand for gasoline; hence the rapidly advancing wholesale price.


From "Country Life in America."

MOTOR TOURISTS ENTERING MT. RAINIER NATIONAL PARK.

It is stated in the annual report, published by the Geological Survey, that in the Eastern oil-fields it was impossible last year to keep up with the great output that had been recorded for 1911—that is, the rate could not be maintained except through large additional discoveries of new pools of oil in the older fields. This Eastern decline was heavy, but it found an offset in an increase from California wells, those in the San Joaquin valley being in that year at the height of their production. Increases were also reported for wells on the Gulf of Mexico. But elsewhere in this country a steady drain was made on accumulated stocks of oil. At the end of the year, the stock on hand was 69,000,000 barrels, which contrasts with 81,789,000 barrels on hand on January 1 a year ago. Statistics show that in the Russian fields also there was a decline last year in production, the amount of the decline having been 6,183,000 barrels. Already has the advance in price stimulated further production. Among the old deposits of western New York and Pennsylvania new drilling has been undertaken.

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IN 1905 HORSE-DRAWN CARRIAGES PREVAILED.

Courtesy of "Scribner's Magazine."

AS THE TRAFFIC IS TO-DAY.

TRAFFIC AT FIFTH AVENUE AND FORTY-SEVENTH STREET, NEW YORK, SEVEN YEARS AGO AND NOW. IN EACH PICTURE THE SECOND BUILDING AT THE RIGHT IS THE HOME OF HELEN GOULD SHEPARD.

Meanwhile, the organized automobile engineers have been giving their days and nights to a solution of the problem which confronts alike makers and users of motor vehicles. Hope exists among them that this solution may eventually be found through what *Automobile Topics* describes as "proper cooperation between automobile engine and carbureter manufacturers, on the one hand, and refiners on the other." That such cooperation would be effectual had long been believed. It was doubted, however, if it could be brought about.

These doubts were dispelled near the end of December, when the matter was discussed at a monthly meeting of the engineers in New York, where it appeared that "cooperation is not only possible, but would be welcomed by the oil men themselves." Among designers it was felt that preparations must be made for the use of heavier fuels, which means that the engine and the carbureter "must be advanced to a point where the motor is less sensitive to slight changes in gravity and volatility." Petroleum experts present at the meeting were in accord in saying that, if makers would market cars in which far lower grades of fuel could be used, the production of fuel would be materially increased with corresponding economy in cost. In the course of the discussion one of the engineers is reported to have said:

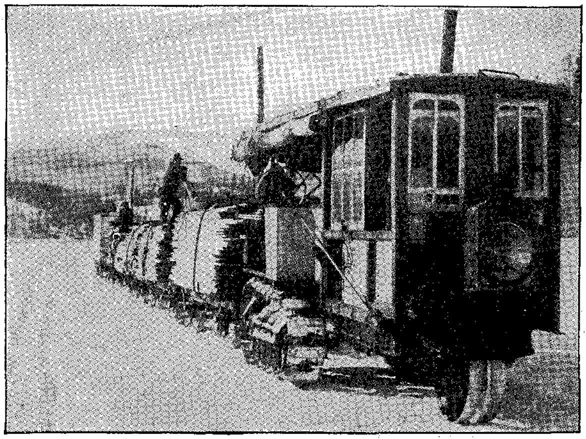
"From the gas-engine designer's standpoint I have to say that practically no gas-engineer to-day is designing his engine for the fuel, nor is he designing his engine for any particular make of carbureter. He first builds his engine and then tests it out with various makes of carbureter until finally he gets a combination which on high speed and maximum load gives a fairly satisfactory result.

"Our fuel is getting heavier and is bound to get still heavier. There is no doubt about it. And the only opportunity the engineer has to-day is to design his engine to use a heavier fuel. The interesting point is the matter of carburation. I think that to-day the carbureter designers are strongly of the opinion that it is absolutely necessary to preheat the air. Some of the carbureters with which we are all familiar preheat their fixt, or constant, air; some preheat only a portion of it, some rely on the heating of the mixing chamber or the manifold, and some on all three means. It seems to me that eventually we will preheat our entire air. The principal advantage of heating the throttle structure is to prevent the formation of ice, which comes from the evaporation of the fuel due to the high velocity flow through it. I don't believe you will notice half a degree difference between the gas that enters the cylinders whether there is water circulation through the jacket or even heat from the exhaust.

"There are but two methods of vaporizing gasoline. One is heat and the other is by the velocity of the air. While the present fuel on the market is about 62 degrees, a drop to 60 degrees Baumé would probably add 30 per cent. to the quantity of gasoline that could be used. There are carbureters to-day I know that will use gasoline as low as 58 degrees. These have a very small fixt air opening. The valve stem must fit very closely in their guides, however, and there must be no leaks of air. Lubrication, when using that low gravity gasoline, has to be a little different from that used with the high grades. The tendency to the accumulation of carbon is not so great using the low grades as it is in the high. I think that we can safely use in most of our automobile motors gasolines which run even below 60 degrees."

Coincident with these items as to gasoline, is an announcement from Paris that an international association of automobile clubs, representing the whole of Europe and the United States, has offered a prize of $100,000 for the best fuel other than gasoline that may be used in existing internal combustion engines. The purpose of the prize is to interest chemists in the production of a fuel that may take the place of gasoline.

Another promising item of foreign news is that new fuels for motors have been derived in England from gasoline, benzoline, paraffin, and alcohol. It is said that economies varying from 36 to 90 per cent. have been effected. The London *Standard*, in an account of the experiments, explains that they have thus far been tried only on an internal combustion engine driving an electric lighting system, but are now to be made in a motor-car on the road. No change in the existing form of carbureter is required save the reduction of the jet or inlet to approximately one-half its original size. The basis of the development is the discovery of a chemical means of raising the temperature of the vapor and air at the moment of explosion so as to secure more complete combustion than has hitherto been obtained. Absence of smell is one of the special benefits claimed for the discovery. Mr. Heyl, the inventor of the process, says he and his associates "hope eventually to produce an effective fuel for motor-cars and other oil engines from crude oil."


From "The Power Wagon."

A CATERPILLAR ON THE YUKON RIVER.

TYPES OF CARS

Visitors to the motor-car exhibitions of each winter are always interested in variations of type. They each year find that these grow fewer and fewer. A writer in *Motor* believes that from these visits one may enter upon a study of averages and percentages from which to arrive at some clear idea as to the ultimate type. He presents a table showing the percentages of models at the New York shows in 1909, 1910, 1911, 1912, and 1913, that were fitted with motors of 1, 2, 3, 4, and 6 cylinders; and the relative number of cars in which the three bore-stroke relationships were employed. The table follows:

	1909	1910	1911	1912	1913
	Percentage				
Four cylinders	64	72.9	82.2	78.5	67.0
Six cylinders	18	17.6	12.4	18.9	33.0
One, two, and three cylinders	18	9.5	5.4	2.6	00.0
Bore greater than stroke	12	13.6	9.5	7.4	00.0
Bore equal to stroke	31	24.2	14.9	13.3	3.4
Bore less than stroke	57	62.2	75.6	79.3	96.6

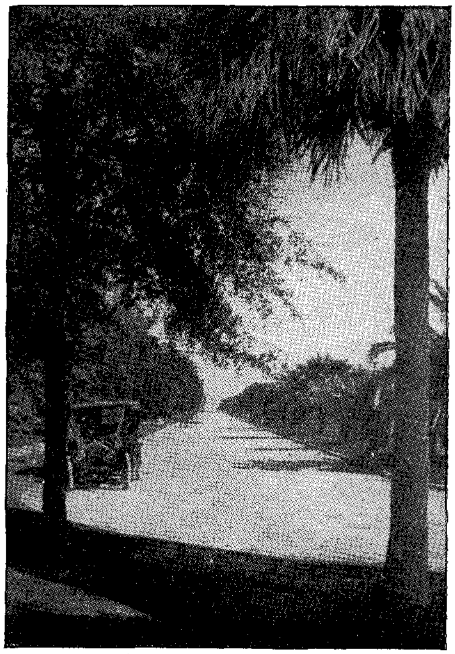
The number of exhibitors at the two shows in New York is given as eighty-eight. Last year the number was ninety-one. The number of models shown was also less this year, the pleasure car chassis models being 177, as compared with 194 last year. These figures indicate "a general tendency toward condensation." Among other suggestions drawn from the year's exhibitions are the following:

"To the poor man comes the unwelcome news that the percentage of cars selling under $1,000 is gradually shrinking. Of course, this is, to a certain extent, accounted for by the fact that some of the cheap car manufacturers are not exhibiting; nevertheless, the percentage of cars shown in this class has been dropping from 10½ per cent. of the total in 1910 to 10 per cent. in 1911, to 9 per cent. in 1912, and now to 7.9 per cent. for 1913. The $1,000 to $2,000 class remains at 36 per cent. of the total, and, to the surprize of many, it is the $2,000 to $3,000 class which has shown the greatest increase in numbers. This has increased from 19 per cent. of the total in 1912 to over 27 per cent. in 1913. The other ranges of price remain at about the same figures, but the interesting and undeniable fact may be noted that altho the relatively cheap car—that is, the one selling at under $2,000—is still the most popular type in actual numbers made, the $2,000 to $3,000 car is rapidly gaining upon it.

"The horse-power chart shows the popularity of the large car, as may also be judged from the length of wheel bases, size of wheels, etc. The car of less than 15 horse-power has been eliminated from consideration, as there are no models shown this year. The 15- to 24-horse-power motor has shown a gradual decline in popularity, during the past year, taking a sudden drop of 50 per cent., until but 4 per cent. of the cars shown are now provided with motors of this relatively small horse-power. Between 35 and 44 horse-power is still the most popular size, altho horse-powers over 45 are rapidly gaining, until this size for 1913 is about 3 per cent. greater than the smaller horse-power, which was the most popular in 1912.

"As may be expected, it is the proportion of 6-cylinder cars that shows the most radical variation from former years. Four- and six-cylinder types are the only ones that can now be considered, since both the one- and two-cylinder designs have been eliminated from these exhibitions. Six-cylinder models have increased from 18 per cent. to 33 per cent. of the total, and 4-cylinder models have decreased from 78 per cent. to 67 per cent. of the total.

"It is to the increased use of 6-cylinder designs, of course, that the relative increase in popularity of the comparatively small bores may be attributed. A 4- to 4½-inch bore now represents 50 per cent. of the total, which is a considerable increase from the 40 per cent. shown last year. Even the smallest bores exhibited show an increase in percentage due to the influence of the 6-cylinder design, and the relatively large bore of 5½ inches or over is no longer found in any of the cars exhibited. Even the bore sizes of 5 inches and over have dropt from 13 per cent. to a trifle more than 3 per cent. All this shows the extent of 6-cylinder popularity in this country.

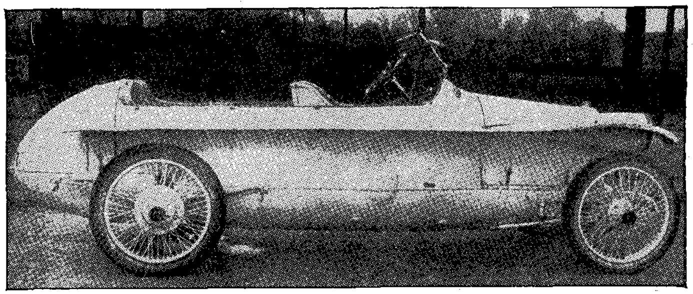

From "Motor Age."

ONE OF THE SHELL ROADS NEAR NEW ORLEANS.

"The general tendency of wheel sizes seems to be toward an increased circumference. The smallest type of wheel, that is, 30 inches and under, now forms less than 2 per cent. of the total, whereas last year the percentage was almost 5. On the other hand, the extremely large wheels, that is, 38 inches and over, have dropt from 4½ per cent. to 2½ per cent., while the most popular size for the last four years, the 36- and 37-inch type, has increased from 47 per cent. in 1912 to almost 59 per cent. for 1913. The medium-sized types, 34- and 35-inch, have decreased in numbers, and this fact indicates the preference with the majority of manufacturers for the larger type of wheel.

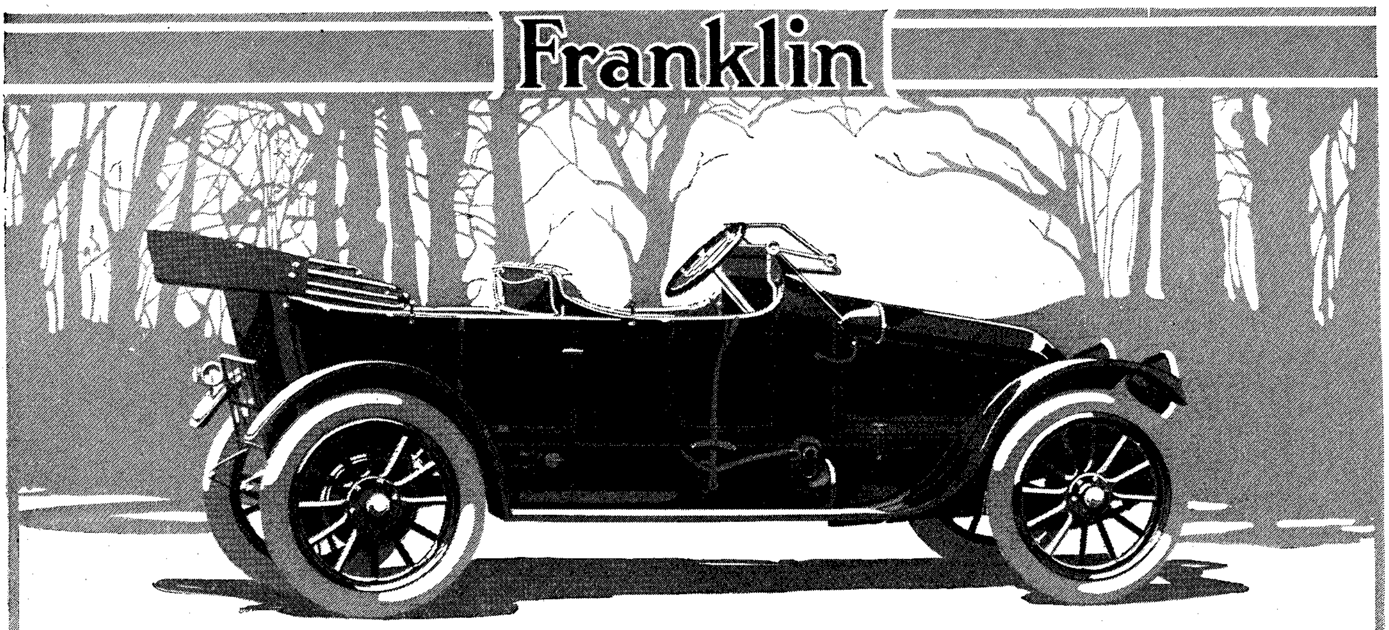
"Cars as a whole are larger than in preceding years. This is definitely shown by the increased popularity of the length in wheel base of 128 inches and more, which type has increased from 16 per cent. in 1912 to 29 per cent. in 1913. The smallest types, too, of less than 96-inch wheel base, have dropt to less than 2 per cent. and the 97- to 109-inch size has decreased from 18 per cent. to a trifle more than 11 per cent. The most popular size is still, as it always has been, the 110- to 127-inch length, but this year the percentage favoring these sizes has decreased from 63 per cent. to 58 per cent., and it is this figure practically

(*Continued on page* 288)


From "Automobile Topics."

FRENCH BODY WITH WIRE WEELS.

A design which gives little air resistance or suction.



This is a Car You Can Afford to Run

Franklin Six "38" $3600

A Light, Full-Size Touring Car

"Buy a light car" is the advice you hear from automobile owners everywhere. Heavy cars cost too much for tires and gasoline.

This light-weight six "38" gives double the gasoline mileage of the ordinary heavy car. A heavy car requires a big engine and excessive fuel consumption to move it.

The Franklin direct air-cooled engine is naturally economical of fuel. The world's gasoline economy records are held by the Franklin.

We have a book giving the facts about these records; also explaining why the Franklin is so easy on tires and why it uses so little gasoline and oil. Write for the Franklin Economy Book.

Light weight on large tires gives maximum tire service. Blowouts are avoided. 98% of Franklin owners do not carry extra tires.

The Franklin direct air cooling system requires no attention; there is nothing to get out of order; no freezing in winter nor overheating in summer.

The Entz Electric starting and lighting system used on Franklin cars does not add a single operating control. To start and stop the engine, throw the switch "on" and "off." The switch is left "on" while driving; therefore when the engine would ordinarily stall, the starter keeps it running.

Our new catalogue is ready
Please write for it

Franklin Six "38"	$3600
Franklin Little Six "30"	$2900
Franklin Four "25"	$2000
Franklin "18" Runabout	$1650

FRANKLIN AUTOMOBILE COMPANY
15 Franklin Square Syracuse N Y

SEAL OF O.K. APPROVAL

The test of use has proved the economy and stability of The Electric

70% More Work Than Horses

In 5½ hours a 3½-ton truck of the Denver Gas & Electric Company travelled 24 miles to deliver 40,000 pounds of coke. This is one of 5 machines doing *70% more work* for this company than their former horse equipment.

Displaces 3 Wagons and 6 Mules

Every day a 5-ton truck in the service of the American Tobacco Co., at Durham, N. C., is doing the work of three heavy wagons and 6 mules—doing it better, unfailingly and easily.

In Continuous Service for 7 Years

The Valley City Milling Co., of Grand Rapids, Mich., has used its hard-working 5-ton electric truck since 1905 as well as a 2-ton truck of the same age. Both trucks are still in daily service, and saving money for their owners.

Electrics Are Ready to Work for You

Right now you should be enjoying the satisfactory and economical service of Electric Trucks. You really cannot put off the investigation of their merits any longer. Upon request, we will gladly send you interesting literature about Electric Trucks gratis.

Public interest and private advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION of AMERICA
NEW YORK: 124 West 42nd St.
BOSTON CHICAGO
(57)

MOTOR-TRIPS AND CARS

(*Continued from page* 286)

which has been added to the 128-inch-and-over size.

DETAILS IN THE MODELS OF 1913

While automobile construction is becoming rapidly standardized, there occur each year some new features that are always interesting to owners of trucks and cars. H. Dunbar Westinghouse, a mechanical engineer familiar with the recent shows in New York, declares that visitors "saw many new and interesting points in this season's offerings." Almost every manufacturer had something novel to show, either in the way of equipment or in construction, leading to easier and smoother action. Mr. Westinghouse believes that many more new ideas were disclosed than in some other recent years. He says:

"Bodies are larger and roomier this year than ever before. There is a well-defined tendency toward slight expansions, and a general recognition of the fact that the average individual needs and demands more elbow-room and more knee-room. More than ever is the coupé in evidence. Several prominent manufacturers who never before have listed coupé models—one of them is recognized as the greatest of manufacturers—have added them for the first time this year. The increase in production of these handy little 'all weather' vehicles presages their widespread use.

"Roadsters also are returning to favor, as was forecast by last year's shows, and one manufacturer has cleverly combined the coupé and the roadster in a manner never before attempted. The body is a combination which, with the coupé part removed, may be used as an attractive torpedo-type roadster. With the top in place, there is nothing to indicate that it is removable, so cleverly have the dividing lines been covered up.

"The popularity of left drive with centrally located central levers is increasing remarkably. From a practically insignificant beginning, the practise slowly but surely has grown to more than noticeable proportions. Few manufacturers of the newer crop have designed their vehicles to be driven from the right side, and the manufacturers of older and better known cars, from the cheapest to the most expensive, gradually are adopting left drive. The object of the change from orthodox construction is to permit easier entrance and exit to the driver's seat.

"Another feature which is brand new this year, and which bears directly on the ease with which a car may be controlled, lies in the adoption of deep cowl dashes turned under at the inside and which mount the usual array of ignition-switches, carbureter adjustment, engine-starter, and lighting-switches. In this way, the control apparatus is placed nearer to the driver, where it is continually under his eye, and it can be reached with the minimum of exertion. Carrying the idea still further, the manufacturer of a car that has acquired an international reputation has located all such apparatus in a small switchboard which attaches directly to the steering-column beneath the steering-wheel.

"One form of equipment which, by the wildest stretch of the imagination could not be called other than new as applied to American cars, lies in the steadily increasing popularity of wire wheels. The use of wire wheels, which had its inception abroad, has spread to America's shores purely by reason of the merit of the wheels themselves, for there can not be offered the excuse for their use here that obtains abroad, where suitable wood for wheels is scarce. On several makes of cars, wire wheels will appear for the first time as standard equipment without extra cost, and on several others wire wheels will be optional equipment. These are now manufactured so as to be fitted with demountable rims—a step in advance of European manufacture.

"In the realm of other equipment, which forms such an important part of this year's cars, it is doubtful if there is anything of greater importance and greater value than electric lights and electric engine-starters. At last year's shows, the manufacturers who regularly equipped their cars with electric lights and electric engine-starters could almost be counted on the fingers of two hands. Electric lights were fairly common, tho electric engine-starters were conspicuous because of their absence, or rather by reason of their very infrequent appearance. This year, however, all that is changed; there are very few manufacturers who do not equip their cars with a complete dynamo electric-lighting system, and it would take more than ten times two hands in order to get enough fingers to count the number of cars which will be equipped with both electric lights and electric engine-starters.

"The strife for silence still goes merrily forward, and the enclosure of the valve mechanism which became noticeable last year is even more apparent this year. Methods of fastening the valve-covers are better, however, and in nearly every case they are more easily removable than they have been in the past. The use of spirally cut gears which slide into engagement instead of coming together more abruptly is steadily increasing, and whereas last year their employment in the timing-gear train was their principal feature, this year quite a number of manufacturers employ spirally cut gears between the driven and lay shafts in their transmission mechanisms. Naturally, the gears are made more quiet.

"Spring suspension also bears important relation to the comfort of passengers, to say nothing of its effect on the life of the car's mechanism, and a number of manufacturers have very nearly completely redesigned their supports in order to provide greater resiliency and at the same time to reduce the rebound and jolt generally inherent with more than ordinarily flexible springs. Several prominent manufacturers whose vehicles last year were equipped with semielliptic rear springs have 'changed over' to the three-quarter elliptic variety, and the use of shock-absorbers as regular equipment is much more common than ever before."

"THE SIX-CYLINDER YEAR"

Motor World has found terms descriptive of this year and two previous years as related to the development of motor-cars. Last year was "engine-starter year," inasmuch as devices for starting the car without cranking it were most notable features. The year before that was the "year of the closed-front car," that is, the year in which many cars were shown with the chauffeur's seat enclosed with doors or, in the case of a limousine, the front entirely closed. The present year may also be called an "engine-starter year," inasmuch as new developments have been shown, but it deserves further to be called "six-cylinder year," inasmuch as the six-cylinder car has come more to the front than ever before. There has been a decided increase in the number of "sizes." At the same time, the reduction in the number of "fours" has not been material. The increase in "sixes" is said to be about an even dozen, some being the product of makers long known for makers of good fours, others the products of new companies. There has also appeared in the market what are known as "little sixes." Of these *Motor World* says:

> "Many of the 'sixes' already on the market and well established have taken unto themselves little brothers, or, rather, 'little sixes'; in fact, the birth-rate of 'little sixes' has been high, tho whether the increase can be traced to the stimulation afforded by a new crop of low and medium-priced 'sixes' from out the factories where low- and medium-priced 'fours' are born, or the reverse is the case, it is difficult to determine.
>
> "Suffice to say, the 'little six,' which is brother to the 'big six,' and the more numerous low and medium-priced 'six,' either by itself or as a younger member of an erstwhile four-cylinder family, both are here, and here to stay. Among the medium-priced 'sixes' which are first-borns, to continue the analogy, there are several, all listing close to the $2,000 mark—a figure that was considered fairly low even for a 'four' not so very long ago. And, of course, there are the really low-priced 'sixes' that constitute one of the big features of the year—listing at $1,285, $1,485, $1,550, and $1,750.

FAILURES AND REORGANIZATIONS

Automobile papers chronicle several failures and reorganizations among makers of cars and accessories. Some of the latest items are details as to the reorganization of a large company which formerly had a capitalization of $42,500,000, and now has been reorganized with one of $37,000,000. *Motor World* reports "one of those high in the councils of the organization" as having said that "a policy of rule by fear" will now be instituted. By this he meant that the president will be in fear of the bankers, the vice-president in fear of the president, and so on fear will prevail down to the humbler employees. The statement is meant to imply that a rule by fear may not be unfavorable to the outcome of the reorganization, inasmuch as in the old organization "there were too many warm-blooded friendships to achieve the best results." *Motor World* declares frankly that "the automobile industry has been over-exploited and is now feeling the effects of it." It declares further that the time has come "to check reckless exaggeration and reckless extravagance." Hugh Chalmers, of the well-known Detroit company that bears his name, declared recently in a public address that there was not room for all the companies that are now building cars, and added:

> "I want to say a word about the future. Every time we hear of some company going into the hands of a receiver, or some factory being shut down, it is only natural that some of us should feel a little bit panicky. I am sorry when any concern fails. I wish that there was room for them all. But there isn't.
>
> "We have heard a lot of talk about the day when the automobile industry would be a matter of the survival of the fittest. We have all looked forward to that day. I want to tell you and impress it upon you as strongly as I can that that day is here. There isn't room for all the companies that are building cars. And so, while I am sorry

(*Continued on page* 292)

All Acknowlege the Necessity of
WEED CHAINS

In one of those friendly after-luncheon, get-together parties at a well known city club, eleven men drifted on to *the subject of the dangers of skidding.* With a single exception each of the eleven owned an automobile, and each had a *skidding experience* to relate, and each felt that *his particular predicament* was the most sensational and startling.

While nearly all had experimented with the various so-called anti-skid tires, and acknowledged their possible advantages when new—yet when it came right down to "Brass Tacks," there wasn't a single one in the crowd but admitted that for *sure results*, for the **absolute elimination** of every possibility of skidding, **nothing even approximated Weed Chains,** and nothing took their place. Every one of the ten owners carried at least one pair of Weed Chains in his car.

Go where you will, put the question to any assembly of automobile owners you like and the verdict will always be the same—"*We can't get along without them.*"

Weed Chains are universally acknowledged to be the only anti-skid device that can be absolutely relied upon at all times and under all road conditions.

Weed Anti-Skid Chains

Insure perfect control and safe, comfortable driving

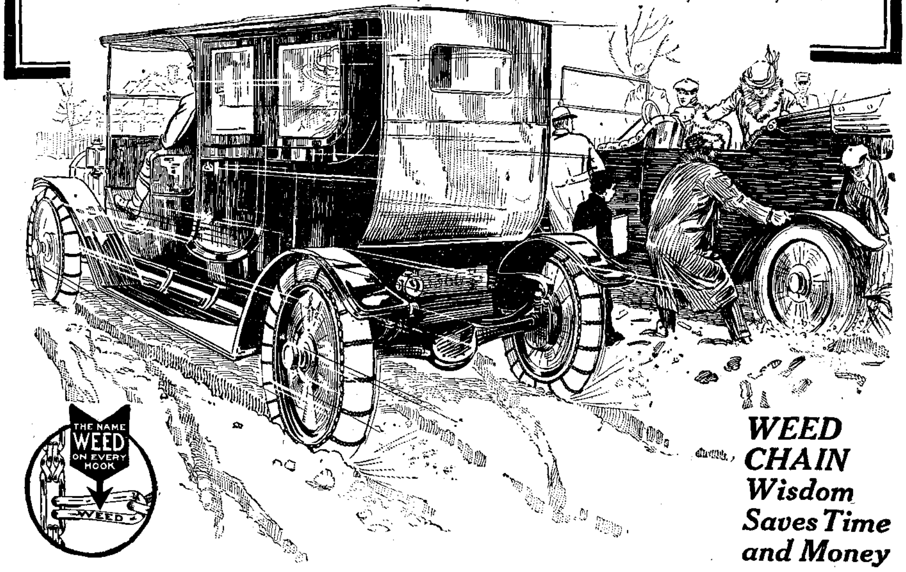
Don't foolishly pride yourself on taking chances in order to prove your bravery, or to demonstrate your ability as a driver. **Weed Chains** are an **absolute necessity** on both rear tires and to doubly guard yourself against accidents and to make steering comfortable and easy, put them *on the front wheels too.* They cannot injure tires because "they creep"—occupy very little space when not in use—applied in a moment without the use of a jack or other tool.

Take precaution now When you know the folly, the danger, the peril there is in driving your car over icy, slippery, snow covered roads and pavements, why not fully equip your car today with **Weed Chains** for your own protection and for the safety of other road users.

Recommended and sold by all reputable dealers

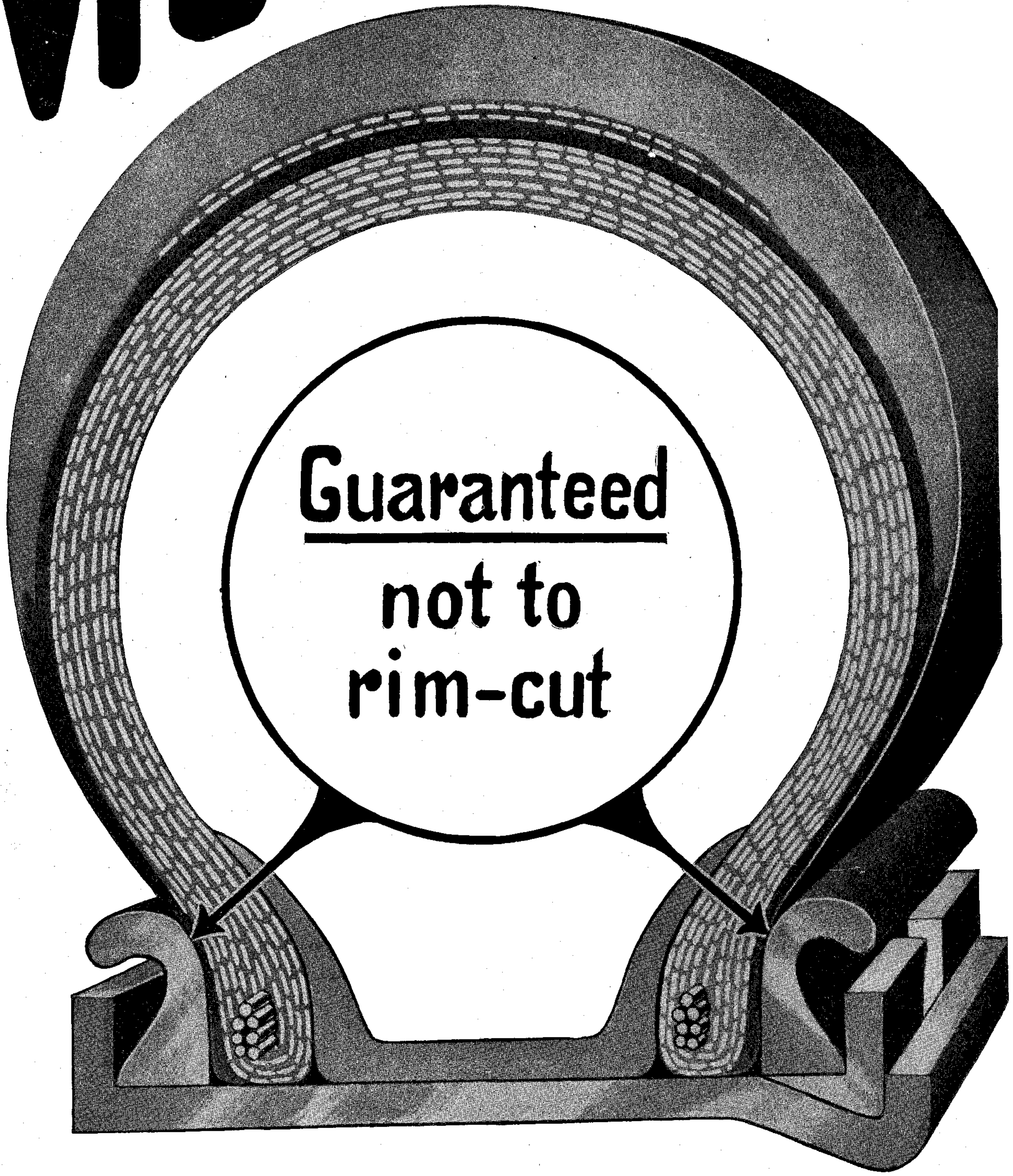
WEED CHAIN TIRE GRIP CO., 28 Moore Street, New York

Manufactured in Canada by
THE DOMINION CHAIN COMPANY, Ltd., Head Office: 4 Park Ave., Montreal, Can.


THE NAME WEED ON EVERY HOOK
WEED

WEED CHAIN Wisdom Saves Time and Money

Motorists


Guaranteed
not to
rim-cut

This is the first and only tire ever guaranteed against rim-cutting

GENUINE DUNLOP (Straight Side) TIRES

are now absolutely guaranteed against rim cutting during the life of the tire

For ten years' time we have been the exclusive makers of the Genuine Dunlop Straight Side Tire, practically the same in design as it now appears.

Ten years have proven to us that this tire is absolutely proof against rim cuts under all sorts and conditions of service. Now we back our belief in the Dunlop by an iron-clad guarantee such as no other tire maker has ever offered since tires were first built.

The Genuine Dunlop Straight Side Tires offer the motorists a combination of desirable features that is unmatched in the whole tire field.

1st.—Strength and durability that can only come from our four-factory co-operative method of manufacture.

2nd.—The easiest tire in the world to put on and take off.

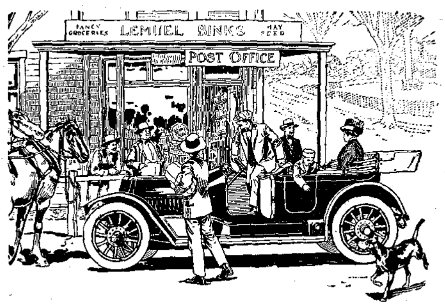
3rd.—An iron-clad guarantee against rim cuts.

And remember this, the Genuine Dunlop Tire—the only tire that possesses all the merits of this type, is made exclusively by the

UNITED STATES TIRE COMPANY, NEW YORK

Makers of the famous Nobby and Chain Tread Tires. Made in the Dunlop style

Mitchell



MANY of the leading 1913 automobiles have certain improvements over the 1912 models; but in no other automobile does the owner get such an efficient and convenient combination of new features as in the 1913 Mitchell.

The builders of the Mitchell do not claim the exclusive use of left drive, with center control; long stroke, T-head motor; electric self-starter and lighting system; and other 1913 Mitchell improvements that are detailed below. They DO claim that in the Mitchell car these improvements are more intelligently combined for power, efficiency, simplicity and comfort than in any other 1913 motor car.

The prospective buyer should at once become familiar with the new 1913 Mitchell cars at the nearest dealer's. These cars have left drive and center control; Bosch ignition; Rayfield carburetor; Firestone demountable rims; rain-vision windshield; Jones speedometer; silk mohair top with dust cover; Turkish upholstered cushions; Timken front axle bearings; gauges on the dash to show air pressure and oil pressure; gauge in the gasoline tank showing amount of gasoline it contains; and a portable electric lamp which also illuminates the instruments on the dash.

All with T-head motor, electric self-starter, electric lighting system, and 36-inch wheels

	Motor		Wheel Base	Prices F.O.B. Racine
7-passenger Six	60 H. P.	4¼x7 in.	144-in.	$2,500
2 or 5-passenger Six	50 H. P.	4 x6 in.	132-in.	1,850
2 or 5-passenger Four	40 H. P.	4¼x7 in.	120-in.	1,500

DEALERS EVERYWHERE

Mitchell-Lewis Motor Company
Racine, Wisconsin
Branches: New York Philadelphia Atlanta Dallas
Kansas City London Paris

MOTOR-TRIPS AND CARS

(*Continued from page* 289)

that any company must fail, I must tell you that some failures are inevitable and that they are for the good rather than the harm of our industry as a whole.

"Most of the failures in the automobile business have been due to two things. A lot of men have gone into this business who had no right to be in it, who weren't fitted for it. And a lot of men have gone in who didn't have the money to carry on the business. A great deal of capital is required for success in the motor-car business today."

THE DAY OF THE ELECTRIC CAR

It is declared by *Motor Age* that nothing in the motor-car industry for 1912 "stands out with greater significance than the progress made in electric vehicles, both passenger and commercial." Formerly the use of electric pleasure cars was practically confined to a dozen cities, some of them minor ones, and in the metropolitan centers of the East they had not been used nearly so much as the population would indicate. In the year 1912 ensued "a very general introduction of the electric passenger vehicle in scores of cities where they hitherto were comparatively unknown." Indications "point to a continued increase." The increase is ascribed, in the first instance, to the makers and their methods of promoting sales, but more especially to the establishment of central stations from which to obtain stored electricity. *Motor Age* says further:

"The activity of the manufacturer has shown itself in the more general production of closed body types, and also in the introduction of larger bodies, which can most satisfactorily take the place of the gasoline limousine, where the buyer is disposed to favor the use of the electric.

"The electric maker has also been busy in the mechanical development of his product. Credit must be given to the battery makers for what they have done, and by means of which it is possible to bring the electric to its present mature stature, but the engineer of the vehicle must receive his consideration. He has been working along varied lines, and while nothing radical appears, the little details show that he is keeping step with the trend of the times. There is a steady adoption of inclosed drive, the propeller shaft being the most popular adaptation of this. At present but two or three exponents of the exposed chain remain. While the double reduction between the armature shaft and the rear wheels is in the majority, there is a slow movement in the direction of a single reduction, but at present it is impossible to state what the final situation will be.

"The electric, which has always been characterized with simple and trouble-proof control, has made advancements along this line, all with the one object of making it well adapted for women, who, in so many cities of the United States, are great users of them.

"The electric commercial vehicle has received steady assistance during the year from the central station people, who have, altho slow in coming to a realization of the matter, at last realized the dollar-and-cent value of the motor-truck as a consumer of current. These interests have taken up the question with avidity and have done wonders to help the sale of trucks in their localities. One leading Eastern concern announces that since it has started an electric vehicle department there has been a 500 per cent. increase in current used in charging vehicle batteries; and further states that there has been a 100 per cent. increase in current consumption in the past six months. Reports from two dozen other centers show practically the same general increase in the use of electrics."

THE YEAR'S ROAD-RACE IN FRANCE

The date of the Grand Prix race in France has been definitely fixt for July 12. It will be run over a 19-mile course near Amiens, which is about eighty miles north of Paris. Amiens is a town of about 90,000 people, with cloth and woolen its chief industry. It lies on the main route from Paris to Calais, the railroad station being within about 200 yards of the place where the grand stand for the race will be erected. Of the course itself and other items a correspondent of *Motor Age* says:

"The 19-mile course is the shortest ever adopted for a speed contest in France, and is of such a nature as to provide a most spectacular display. The starting-point will be about 2½ miles from the city of Amiens, but visitors from Paris will be set down by train within a stone's throw of the stand.

"Roughly the course is triangular in shape, the first leg being a dead straight line 8 miles in length, of an undulating nature, and with only one small village on it. This is an ideal speedway, being one on which the cars can be run with wide-open throttle from beginning to end. A sharp turn to the right takes the cars on the second leg of the course nearly 3 miles in length, all of it being straight and level with the exception of the last few hundred yards, which are on a slight down grade into the village of Moreuil.

"The third leg measures a little more than 8 miles of a very wide and slightly winding national highway which twice passes under the main railroad line from Paris to Calais. There are rather difficult turns under the bridges. During the last half mile the road is parallel with the first leg of the course, the distance between them being so slight that the whole of the land between the two roads has been secured by the racing board and will be used for grand stands and pits. Spectators within this space therefore will see the cars approaching on the national highway, watch them go round the bend, and see them disappear on the fastest portion of the course.

"It is proposed, instead of taking the cars right down to the fork, to build a special cross-country road uniting the two parallel portions of the course. This will make it possible to provide an easier bend and one which, on being banked, can be taken at speed, thus adding to the spectacular nature of the race.

"Up to the present year the Automobile Club of France has been afraid to hold a race on a short course, with the result that the events have been rather lacking in interest from the standpoint of the spectator. Partly as the result of experience gained at Dieppe, and partly because of the American example of short courses, it was decided that the 1913 race should be over a circuit not more than 25 miles round.

"The Amiens set of roads, being only 19 miles round, are ideal, for they will not only add considerably to the interest of the race for the spectator, but will make control a much easier matter. This is an important matter in view of the fact that this race will be run on a limited fuel allowance. It is intended to run special trains direct from Paris to the grand stands at an inclusive price, the railroad ticket giving admission into the stands. There will also be special fast services from London in 3½ hours.

"It is expected that the town of Amiens will vote a subvention of $10,000 for the French grand prix. Last year's race cost over $60,000 to organize, and left the racing board with a deficit. With the shorter course and the plentiful means of access it is believed that the Amiens course can be made to show a balance on the right side."

PROGRESS OF THE GOOD-ROADS MOVEMENT

William C. Ward contributes to *Motor* a summary of the progress made in various States by the movement for better roads. He notes "wonderful progress in the Western States." One might think that great road mileage and density of population would go together, and yet in Europe "where the country is notoriously more closely settled than the United States, the average road mileage per square mile of territory is about one-tenth what it is in this country." Mr. Ward writes further, in illustration of his point, that "some factor other than population plays an important part in the construction of highways:"

"Great road mileage and dense population are naturally looked for together, and the statistics show this to be generally true. Yet in Europe, where the country is notoriously more closely settled than in the United States, the average road mileage per square mile of territory is about one-tenth what it is in this country, which, of course, reduces the road length per inhabitant in much greater proportion. It is but natural to expect that Connecticut with 231 people per square mile of territory needs better highway communication than Utah, for instance, where the density of population is only 4.5; and, in fact, their road mileages per square mile of territory compare as 2.5 to 0.097, which is about 26 to one. But there are Arizona and Wyoming, each with less than two people per square mile; yet these States possess a system of highways much more thorough than that of Utah. Also Rhode Island, with 256 people per mile of road, manages to get along with about half the road length per square mile found in Connecticut, where the density of population is only 88 people per mile of road.

"It is quite apparent that in those parts of the United States where economic conditions, such as nearness of factory to farm, occupations of the people, etc., simulate those of Europe; the roads are plentiful, and this state of affairs is only to be expected. But the differences noted between Rhode Island and Connecticut are by no means so easy to explain. Rhode Island has a factory for each 2.5 square miles of territory, while in Connecticut there is one factory for each 37 square miles. This ought to make the highway mileages per square mile read the other way around. On the other hand, the average size of a Connecticut farm is 81 acres, while that of Rhode Island is 83. Considering the relative sizes of the two States, which are about as 32 to 1, this may have something to do with the matter, altho it can hardly be treated seriously.

"Perhaps the most potent factor in this case, and the one which throws out all calculations, is the fact that the cities and incorporated villages, whose streets and roads are not reckoned in the road mileages of the States, occupy a greater percentage of the area in Rhode Island than in Connecticut, and likewise contain a greater portion of the population. Then, too, in these older parts of the country, the general layout of things was planned many years ago, adapted to conditions peculiar to each locality, and these conditions have not

Don't ask for "A pair of gloves"—Ask for "Guaranteed Gloves"

You can judge *at sight* all the points of a glove *but wear.*

If you wear Ireland's Guaranteed Gloves, the soft texture, the beautiful workmanship and the neat stitching of your gloves are *bonded* against defects. You get more than a pair of stylish well-made gloves when you get Ireland's. In each pair, whether for men, women or children, is our written and signed guarantee—a promise of a new pair if the gloves you buy do not give you full service.

IRELAND'S
GUARANTEED GLOVES

Of course they outlast their guarantee—sometimes by several seasons. Barring a few cases where some defect has escaped our inspectors, our guarantee is unnecessary except that it proves this one thing:

In order to make Ireland's Guaranteed Gloves strong enough to stand a guarantee we have used nothing but the best of leathers, the choicest of silk thread and the most skilled workmanship.

That is the simple reason why Ireland's Guaranteed Gloves not only feel, fit and wear better but look better. Prove this at your dealer's.

$1.50 upward

Made in Mocha, Cape, Glace and Chamois. For Men, Women and Children.

Write for Book, "The Style and Story of the Glove"

Get Ireland's Guaranteed Gloves from your dealer. Identify them by the Ireland button and the guarantee in every pair. If your dealer hasn't these guaranteed gloves we will send them prepaid to you.

IRELAND BROS.
44 State Street, Johnstown, N. Y.

Dealers who wish to profit from our good gloves and this advertising of our "guarantee" should write for our "selling plan."

Tobacco Such
As You Have
Longed For

Edgeworth is All That You, or Any Man, Could Wish in a Pipe-Smoke.

Edgeworth Tobacco gives such a pipe-pleasure as you would hardly believe possible (unless you happen to be one of the many thousands who swear by this wonder-smoke from Virginia).

Just try one package now—and you'll find your utmost tobacco desires realized in

EDGEWORTH
EXTRA HIGH GRADE
SMOKING TOBACCO
Sliced Plug or Ready-Rubbed

"Edgeworth" is the finest Burley-leaf the ground can yield. There's *never* a bite for the tongue. The aroma is inviting—the flavor delicious.

We're so sure of "Edgeworth" that we GUARANTEE it—and will refund the purchase price if you are dissatisfied. Edgeworth READY-RUBBED in 10c and 50c tins, everywhere, and in handsome $1.00 humidor packages. Edgeworth Sliced Plug, 15c, 25c, 50c and $1.00. Mailed prepaid if your dealer has none.

"The Pipe's Own Story," No. 1, Free
Just published—a most fascinating story, told by a Pipe itself—*the first of a series of* "Pipe Tales." Write us today. We'll mail it to you FREE.

LARUS & BROTHER CO.
(Established 1877)
Also manufacturers of Qboid Granulated Plug Smoking Tobacco
5 South 21st St. Richmond Va.

EDGEWORTH
EXTRA
HIGH GRADE
READY-RUBBED

You Need No Matches
Screw on Wall MATCHLESS WALL LIGHTER
lights your gas range, stove, lamp, cigar, pipe—everything. NEVER FAILS. No more matches to sweep up. No more match-heads to break off and burn holes in your clothes or carpets and set fire to the house. Lasts forever, beautifully finished. AGENTS MAKE MONEY FAST.
Post-paid 25c
NEW YORK NOVELTY HOUSE
142 West 83rd Street New York City

greatly changed with time, whether new developments warranted changes or not. Thus, between such States, there seems nothing to lay hold of to explain the differences that are found to-day.

"Turning now to the newer States, Illinois had 18,026 factories in 1900 against 14,374 ten years before, and nearly all this increase took place between 1904 and 1909. During the same period the value of farms rose from $1,500,000 to $4,000,000. Contemporaneous with this was the improvement of over 1,000 miles of highways which had formerly been under no maintenance system whatever, and to-day we find Illinois well ahead of such important and long-established States as New York, New Hampshire, and Vermont in the matter of road length per square mile of territory. According to figures published by the Federal Government, $5,065,000 were spent there during 1911 for further improvement of highways, and with all this the State has the comparatively small population density of 100 people per square mile.

"The same thing holds true for Ohio, Indiana, and the other Central States. The position of Ohio ahead of Pennsylvania in the road-density table probably finds its explanation in the mountainous character of the last-named State when contrasted with the more favorable road-building conditions of the former. Pennsylvania has 27,563 factories and 219,295 farms against Ohio's 15,138 factories and 272,045 farms. The densities of the populations are 171 and 117, respectively. Ohio's farming interests need the greater number of roads, and in Pennsylvania the transportation for the preponderance of factories appears to be performed over a railroad mileage which tops that of Ohio by some 2,000 miles."

Mr. Ward finds that by far "the most notable road-building operations of recent years have been conducted in the Western States." The work done in those States is the more remarkable "because it is all pioneer construction." On the Pacific slope, however, the movement thus far has not been able to affect the statistics as to absolute mileage figures. While Rhode Island, Indiana, and Connecticut have from 49 down to 24 per cent. of their highways improved, California, Washington, and Oregon have only 18, 13, and 10 per cent., respectively. Between 1904 and 1909, Washington, however, showed an increase of 50 per cent., Oregon an increase of about 30, and California an amount not yet officially determined. As for the rest of the country, Mr. Ward finds that the most remarkable development is taking place in the South. But nowhere other than the Pacific coast do figures show anything like a 50-per-cent. increase for five years. Mr. Ward says further of this movement:

"In the West the building of roads undoubtedly springs from growth of population and the general development of the country along manufacturing as well as agricultural lines, and things have not yet sufficiently progressed to enable one to attribute the activity in highway construction to any one condition of affairs. In the Southern States, however, population has nothing to do with the matter, and the improvement of extant roads is directly traceable to the needs of intensive farming and the development of manufacturing industries.

"In actual mileage the greatest improvement work of the last five years, tho somewhat scattered, has nevertheless followed general industrial development rather than increased population. It was distributed as follows: Georgia, from 1,634 miles to 5,978 miles (4,344); Washington, from 1,976 to 4,520 miles (2,544); Missouri, from 2,733 to 4,755 miles (1,656); South Carolina, from 1,878 to 3,534 miles (1,656); Alabama, from 1,720 to 3,264 miles (1,544); Pennsylvania, from 2,160 to 3,364 miles (1,195); Tennessee, from 4,285 to 5,353 miles (1,068); New Jersey, from 2,422 to 3,377 miles (955); Florida, from 885 to 1,752 miles (866), and Maryland, from 1,570 to 2,142 miles (572).

"The cost of road building appears to have little or no influence on the projection or prosecution of the work. Necessarily the cost of highway construction varies widely in different sections of the country. In the Southern States the cost of labor and the hire of teams is much less than in the Northern commonwealths, while the cost of road-making materials differs in almost every locality. However, the wide distribution of road mileage shows either that cost is being disregarded or the different communities realize that good roads are an economic necessity and cheap at any cost."

A BUSINESS OF $14,000,000 A YEAR

One of the Detroit makers of high-priced pleasure and commercial vehicles reports gross sales for 1912 of $14,613,057. Last year the total was $11,624,558. Reduced to earnings, gross and net, the figures for 1912 are, for gross $3,412,862, for net $2,182,376. In arriving at these figures, there was charged off for depreciation the sum of $1,230,485, which was drastic, inasmuch as the depreciation marked off for the previous year was only $572,001. Other interesting items in this report are given as follows in *Motor World:*

"Despite the greatly increased sales and earnings, the surplus of the company was reduced from $2,984,021.81 to $1,198,783.82. It is partly accounted for by the increased sum charged to depreciation, but more particularly by the sum of $3,274,958.89, which has been carried on the books for 'rights, privileges, franchises, developments, patents, etc.,' and which was cut to the nominal sum of $1 by heroic decision of the board of directors. Similarly $342,656.30 was deducted 'to adjust books to inventory taken December 31, 1911.'

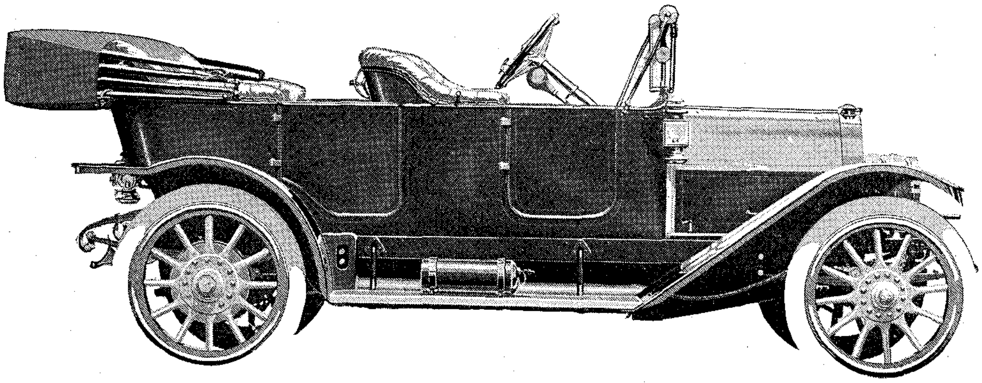
"Altho the company has regularly met the dividends on its preferred stock issue of $5,000,000, no dividends on common stock have been paid for the last three years, all of the earnings in excess of the preferred stock dividend going into the capital account. In his report to the stockholders, however, the president of the company says he 'feels confident that the current year will see the resumption of payments of a small dividend rate on the common stock,' but he adds that the 'largest share of the earnings must be added to the working capital to meet added requirements of increased volume of business.'

"The total receipts during the fiscal year amounted to $17,328,472.51 and the total disbursements to $16,464,930.09. On August 31, 1912, the cash on hand amounted to $1,030,513.95, as against $106,971.53 on the same date of the previous year. The total resources aggregated $14,663,298.86, which compares with $16,110,756.28 at the same period in 1911.

"The current assets increased from $1,160,474.71 to $2,493,999.46, the greater portion being accounted for by the increased cash on hand and by vehicles in transit to dealers and branches, the former representing a valuation of $340,090.27 and the latter $672,136.23, as against $372,712.36 and $352,973.93, respectively, at the same period of the year 1911.

(*Continued on page* 296)

Overland



OVER fifteen thousand Overlands have been delivered during the last *five months.* This is *more* cars than *all* the automobile factories in Germany turn out in *a whole year.* This is an *increase* of 300 per cent. over the same period last year. And last year we *led* every thousand dollar automobile producer in America. Our 1913 sales are more than *double* those of any other manufacturer producing a similar car.

In such states as Minnesota, one of the *largest* automobile consuming States in the Union, the Overland has shown a *larger increase* this year than *any* other motor car manufactured —*bar none.*

The Overland *outsells* because it *outclasses.* Overland value is *better* because it is *bigger.* You get *more* car for *less* money.

Catalogue on request. Please address Dept. 17

The Willys-Overland Company, Toledo, Ohio

$985—Completely Equipped

Model 69-T

Self-starter
30 Horse Power
5-Passenger Touring Car
110-inch Wheel Base

Timken Bearings
Center Control
Remy Magneto
Warner Speedometer

Mohair Top and Boot
Clear Vision, Rain Vision Wind Shield
Prest-O-Lite Tank

DEPARTMENT OF AGRICULTURE
Washington, D. C.
One of many Kahn System Buildings for U.S. Government.

Durable Artistic Buildings

Kahn Building Products receive their best commendation from the many thousands of buildings all over the world in which they have been successfully used. They are adapted to the finest type of public and monumental buildings as well as to those of strictest utilitarian character. To the architectural building Kahn Building Products insure fireproofness, permanence and economy. To the industrial building, Kahn Building Products bring not only these desirable qualities, but also a simple, dignified beauty of line and proportion.

KAHN BUILDING PRODUCTS

cover all constructions: Reinforced Concrete for every use; Steel Sash for windows; Hy-Rib for roofs and walls; Waterproofings; Technical paints; and Building Specialties.

Hy-Rib, a steel sheathing with deep stiffening ribs, makes monolithic walls, roofs, partitions, etc., at very low cost. It obviates the use of wooden forms and other expensive equipment, combining within itself reinforcement, centering, studs and lath.

United Sash provide maximum daylight for industrial buildings. Made of solid steel sections unweakened by cutting or punching, but forced by tremendous pressure into perfect units. Large ventilators with double contact joints to shut out draft and storms.

We make a specialty of economical industrial buildings.

Write for Valuable Building Suggestions—Free!

No matter when or where you intend to build, write NOW for suggestions from our Special Building Information Department. Furnished without obligating you in any way. These ideas and literature will prove valuable to you. Write us brief outline of your plans.

TRUSSED CONCRETE STEEL COMPANY
936 Trussed Concrete Bldg., Detroit, Mich.

8-Acre-Plant of Packard Motor Car Co., Detroit, Mich.

Marlborough-Blenheim, Atl. City Free Press, Detroit. Spreckels Bldg., San Francisco. Kingsbury Apartments, St. Louis. One Story Factory—Fireproof —Daylight.

KAHN Building Products TRUSSED CONCRETE STEEL CO

The Rubbers of a Gentleman

EVERSTICK
INVISIBLE RUBBER

Worn by Men of Good Taste

everywhere because they are dressy, serviceable and comfortable. They keep the feet dry all the time in any kind of weather. Eversticks stay on when you need them most, but they're easy to put on and take off. They do not heat the feet.

At all Good Shoe Stores

UNITED STATES RUBBER COMPANY, NEW YORK

MOTOR-TRIPS AND CARS

(*Continued from page* 294)

"The liabilities, including reserves and surplus, equal the resources, the chief item being comprized of the capital stock, $10,000,000, and $2,000,000 of five-year debenture notes which were issued at the beginning of the fiscal year for the purpose of funding the floating debt. The issue authorized was $3,000,000, but $1,000,000 is held in reserve in the treasury. The president remarks, however, that 'our inventory is increasing on account of greater volume of business which necessarily limits our margin of free cash, and we, therefore, may be borrowers again during the year.'"

THE MISSION OF THE CAR

Estimates of the influence of the motor-car in the development of the country, as well as the development and broadening of the human mind, are frequently made. The most recent one of note has appeared in the New York *Evening Post*, the writer being R. N. Owen, who declares with enthusiasm that the motor-car has been "the most potent agency in development since the introduction of the railroad." He specifies with emphasis and detail:

"It has reached every section, every class, every condition, and has exerted every influence. It has built towns, induced the construction of fine roads, increased the output of the farm, stimulated suburban development, and multiplied commercial possibilities a hundredfold. It has taken the city dweller closer to nature, opening up sections of the country that have lain dormant for years, and turning them into most picturesque residential communities. It has made history and rewritten history. It has discovered in some secluded nook a historic old mansion or estate and given its traditions to hundreds of tourists who never would have known of its existence, were it not for the automobile.

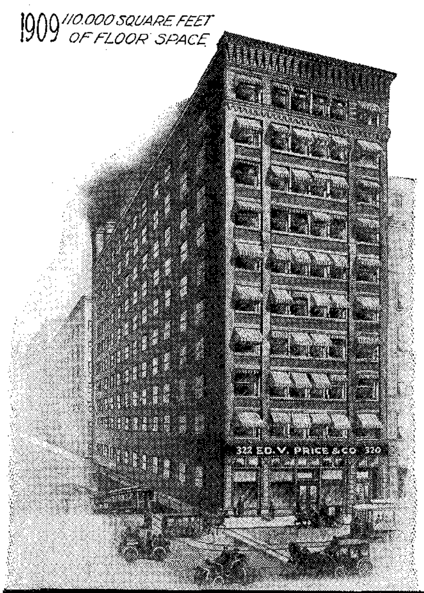
"It has been the greatest force within the last century in opening up a nation to itself. Professional men have increased their incomes, merchants have doubled their business, great factories have grown to twice their capacity, and commercial houses have raised their rating through the application of the automobile to every-day commerce and industry. Houses whose business had been at a standstill felt a sudden boom and added efficiency in the use of the machine. Scarcely a business or class of persons that has not been benefited by the motor-car.

"Just as the railroad stretched out across the country and developed large sections at once, so is the automobile going into thousands of smaller and undeveloped districts and bringing them closer to the railroads and to civilization. Great have been its ramifications."

Mr. Owen attaches special importance to the benefits which the making of cars has brought about to a "great army of workers who have been helped to a condition of prosperity." Thousands of skilled hands are now drawing high wages instead of low ones, and the demand is "so great that none need be idle for a day." Mr. Owen finds difficulty in determining what class of citizens have profited most from the use of motors, but one of the chief among them has been the farmers:

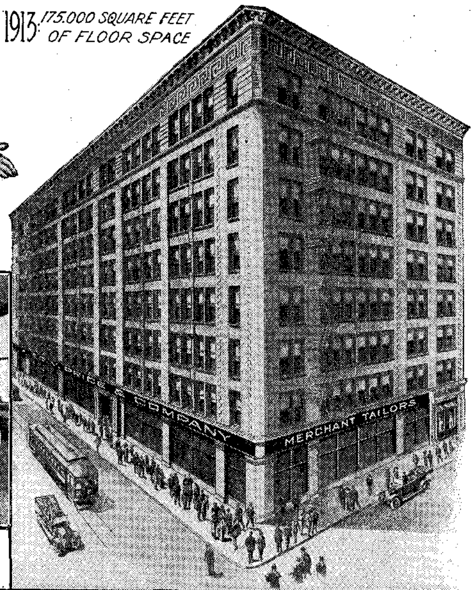
"Difficult it is to determine what class of American citizens has profited most by the use of the automobile, and the bringing of the price down to the reach of the average man. Certainly the farmer has been

(*Continued on page* 298)



1909 110,000 SQUARE FEET OF FLOOR SPACE

1895 216 SQUARE FEET OF FLOOR SPACE AND EIGHT EMPLOYEES



1913 175,000 SQUARE FEET OF FLOOR SPACE

Who's your Tailor?

PROOF that "we deliver the goods" in fine tailored-to-order clothes at popular prices is furnished by the fact that we have again found it necessary to increase our shop area by 50 per cent, with the result that we today enjoy a mechanical equipment and an operating force

Unsurpassed by that of any tailoring concern in the world.

DURING the 34 seasons we have been in business, there has never been a moment when a man could not buy clothes somewhere else for less money, yet we keep on growing bigger every year because the clothes we make to individual order embody more style, character and intrinsic value than it is possible to obtain elsewhere for

$25 to $50

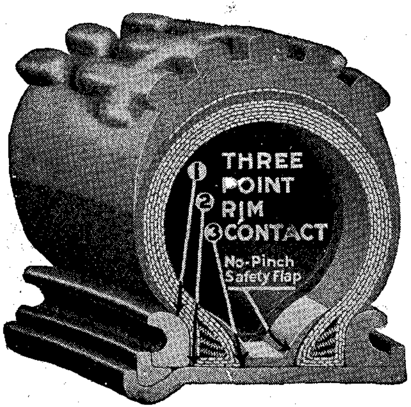
Our dealer in your city will show you our Spring Woolens and take your measure. If you don't know him, write us for his name and address.

COPYRIGHT E. V. P. & CO.

Ed. V. Price & Co.
Largest tailors in the world of
GOOD made-to-order clothes
Price Building Chicago, U. S. A.

Diamond
(No Clinch)
Tires
made of Vitalized Rubber

are built with extra air-room



It's the extra air-room that does the work. The more air-room in your tires means more resiliency, and a greater ability of the tire to absorb the shock of the road, insuring more comfort for you and your passengers—*more comfort for your tires.*

This more air-room tire does the work easily and will not strain under road usage. The extra air-room is gained for you without lessening the thickness of the tread or weakening the side walls.

Write today for our new book "How to Get More Mileage Out of Your Tires"—it explains all about the discovery of Vitalized Rubber, also Perfect 3-Point Rim Contact and the No-Pinch Safety Flap for inner tube protection, including the famous Diamond Safety (Squeegee) Tread. Address, **The** Diamond Rubber Co., Akron, Ohio.

25,000 Diamond Dealers
always at your Service

4-Cycle Engines
2-Cycle Engines

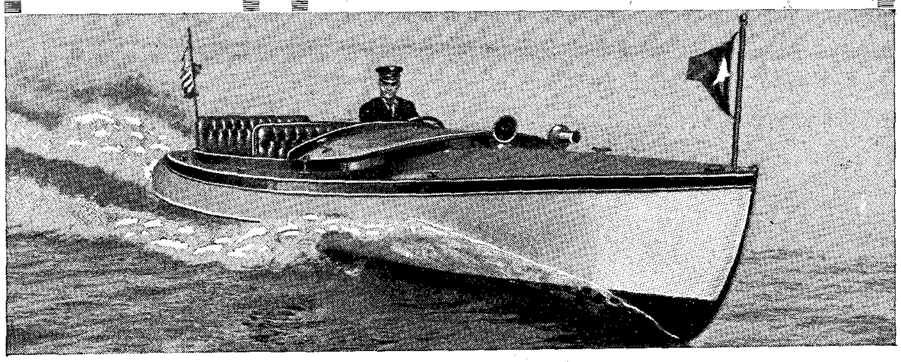
Family Boats
Speedy Boats

If it has the name
FAY & BOWEN
it stands for
QUALITY and a
SQUARE DEAL

20 Real Miles an Hour
That's the rate at which you can go and keep it up in a
Fay & Bowen
32 ft. Runabout

It's a beauty and there is no boat built better—in every detail. The equipment is complete.
It has a Fay & Bowen 4-cycle, 4-cylinder engine, with automobile regulation.
If this boat is too fast or too large we have others.
Ask about the 18-mile Boat only 26 ft. long.
You cannot buy anything better; there's nothing better made.

Send for Bulletins,
specifications and prices on these and our full line of boats and engines—stating your needs.
FAY & BOWEN ENGINE CO., 72 Lake St., Geneva, N.Y., U.S.A.



MOTOR-TRIPS AND CARS

(*Continued from page* 296)

one of its chief beneficiaries. The machine men placed this bulwark of the nation's prosperity within easy striking distance of the markets for his products. Motor-trucks carry his crops with speed and economy, and his touring-car enables him and his wife to cultivate the social side, the lack of which heretofore has been the chief drawback in his pursuit. The same touring-car provides a means of sending his children to school and to college, and all through the West it is no uncommon thing to see fifty or sixty automobiles drawn around one of the agricultural colleges."

CHANGES IN ELECTRICS

With the progress made last year in electric cars have come larger and more luxurious bodies and higher prices. *Motor Age* says, however, that in spite of advancing prices, "The buyer is getting more for his money than formerly." The writer says further:

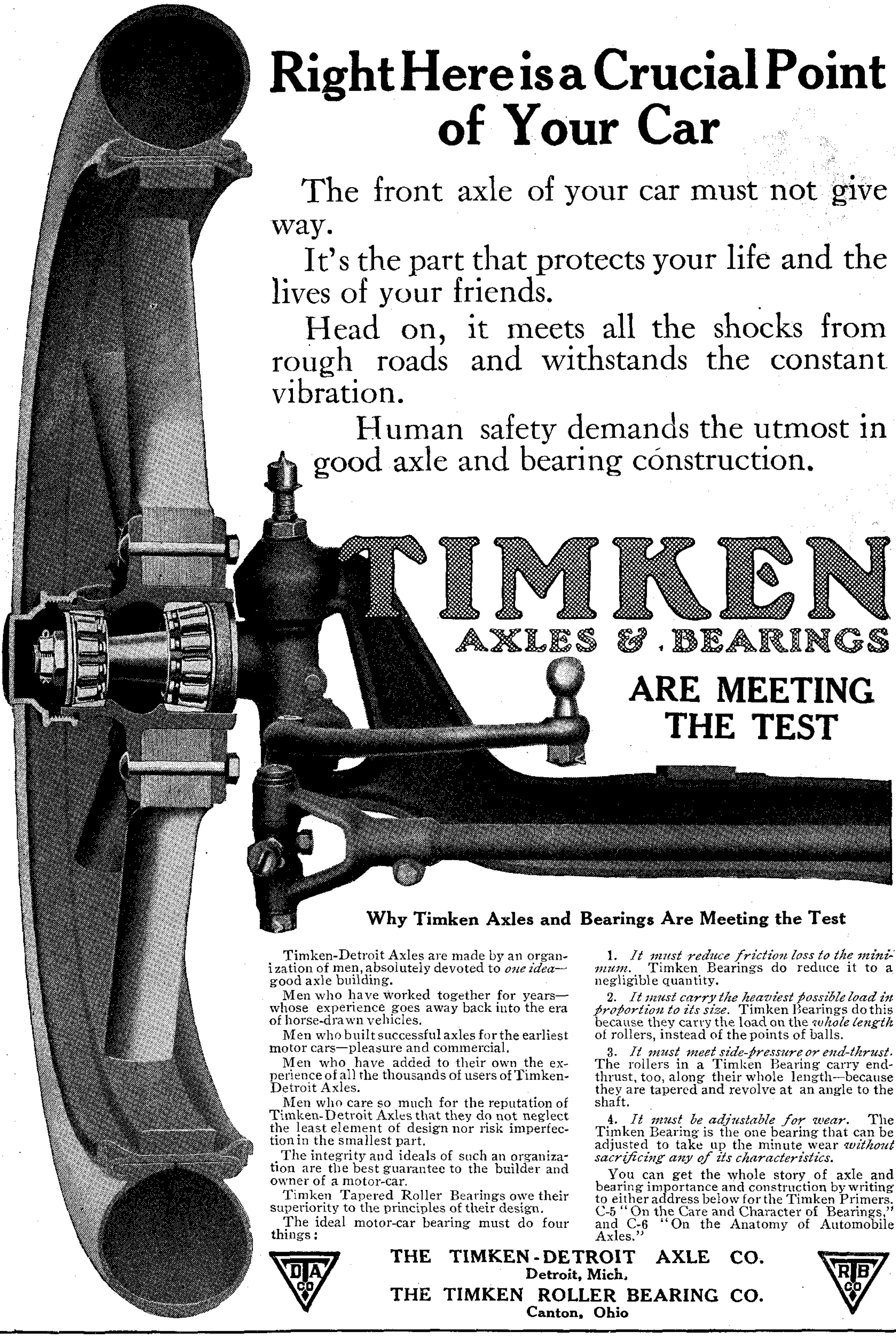
"There have been other avenues of progress that count almost as much, if not more, for the general advancement of the industry as the mechanical improvements in the vehicles and the body refinements. Foremost comes the get-together spirit of the maker of vehicles, battery makers, and every other maker of articles in every city which manufacture electric current for lighting, fuel, power, and battery charging.

"These central station people have been very active, exceedingly so. For years they were asleep, inexcusable Rip Van Winkles. But they awakened after the continual efforts of the electric maker and now that they have opened their eyes after a sleep of years, so far as battery charging for vehicles is concerned, they have started in real earnest and are setting the pace for the vehicle and battery makers. These central station people have wakened because it is putting money in their pockets to get out of Sleepy Hollow.

"To-day the Electric Vehicle Association of America is working double shifts and doing much overtime service. It is widespread in its work. Besides interesting the central station people and getting them to cut their rates, it has approached the insurance companies and has got reductions in rates so that now the rates on electrics are approximately one-half that on gasoline vehicles. But it has gone further: Standardization of parts in the electric has been one of its hobbies, and to-day it has practically standardized charging plugs, a boon to owners of both passenger and commercial vehicles; it is aiming to standardize vehicle speeds; it has recommended the adoption of a standard sign for battery-charging stations; the question of standardizing lamps is being vigorously pushed; and in addition to this it has brought about cooperation of makers, central station interests, battery interests, and others in nation-wide advertising campaigns for the benefit of the electric. It has done more: By working for the establishment of electric garages it is doing one of the greatest works for the more speedy introduction of the electric passenger and commercial vehicle.

"Most marked in the passenger-vehicle field is the increased number of closed bodies listed, and the practical elimination of the stanhope and victoria styles. The closed types include the coupé, the brougham, and the limousine, which has really made its initial bow, being listed by not fewer than five of the leading makers. The brougham leads the field of closed types, with twenty-seven different models. Next comes the coupé with fifteen listed models; and lastly the limousine with five makers listing in all six models.

(*Continued on page* 300)



Right Here is a Crucial Point of Your Car

The front axle of your car must not give way.

It's the part that protects your life and the lives of your friends.

Head on, it meets all the shocks from rough roads and withstands the constant vibration.

Human safety demands the utmost in good axle and bearing construction.

TIMKEN
AXLES & BEARINGS
ARE MEETING THE TEST

Why Timken Axles and Bearings Are Meeting the Test

Timken-Detroit Axles are made by an organization of men, absolutely devoted to *one idea*—good axle building.

Men who have worked together for years—whose experience goes away back into the era of horse-drawn vehicles.

Men who built successful axles for the earliest motor cars—pleasure and commercial.

Men who have added to their own the experience of all the thousands of users of Timken-Detroit Axles.

Men who care so much for the reputation of Timken-Detroit Axles that they do not neglect the least element of design nor risk imperfection in the smallest part.

The integrity and ideals of such an organization are the best guarantee to the builder and owner of a motor-car.

Timken Tapered Roller Bearings owe their superiority to the principles of their design.

The ideal motor-car bearing must do four things:

1. *It must reduce friction loss to the minimum.* Timken Bearings do reduce it to a negligible quantity.

2. *It must carry the heaviest possible load in proportion to its size.* Timken Bearings do this because they carry the load on the *whole length* of rollers, instead of the points of balls.

3. *It must meet side-pressure or end-thrust.* The rollers in a Timken Bearing carry end-thrust, too, along their whole length—because they are tapered and revolve at an angle to the shaft.

4. *It must be adjustable for wear.* The Timken Bearing is the one bearing that can be adjusted to take up the minute wear *without sacrificing any of its characteristics.*

You can get the whole story of axle and bearing importance and construction by writing to either address below for the Timken Primers. C-5 "On the Care and Character of Bearings," and C-6 "On the Anatomy of Automobile Axles."

THE TIMKEN-DETROIT AXLE CO.
Detroit, Mich.
THE TIMKEN ROLLER BEARING CO.
Canton, Ohio

VENUS PERFECT PENCILS

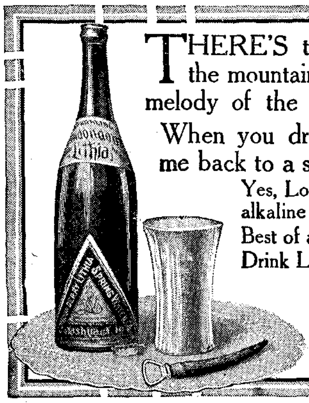
FREE SAMPLE

Prove for yourself **Venus** Pencils are best. Absolutely guaranteed. Ask for soft, medium or hard.

VENUS PERFECT PENCILS
WRITE SMOOTHEST
WEAR LONGEST
ERASE CLEANEST

17 Black Degrees, 6B to 9H
2 Copying Degrees, Soft and Hard
Write for FREE SAMPLE.

AMERICAN LEAD PENCIL CO.
223 Fifth Avenue, New York



THERE'S the clear sparkle of the mountain spring and the soft melody of the mountain brook in **Londonderry**

When you drink it, you become enthusiastic and say, "This takes me back to a spring I knew—"

Yes, Londonderry comes to you pure, palatable and invigorating—a light alkaline water, perfect in quality and highly beneficial in effect.

Best of all carbonated table waters. Popular as a blender.

Drink Londonderry. Order a case to try it.

Sparkling (effervescent) in three table sizes. Plain (still) in half-gallon bottles, and other sizes if desired. If you have difficulty getting Londonderry locally, write us. We will see that you are served at regular retail prices.

LONDONDERRY LITHIA SPRING WATER CO., Nashua, N. H.

We Specialize on Style

We can hardly make Holeproof Hose *wear* any better. We pay an average of 74 cents a pound for Egyptian and Sea Island Cotton Yarn. Common yarn sells for 32 cents. We send to Japan for silk. Common silk won't do for "Holeproof." Our processes are the latest and best. Ninety-five per cent. of our output has outlasted the guarantee for the past thirteen years.

Therefore, most of our time and effort are now being concentrated on *style.*

The result is an ideal hose for occasions where formal evening dress is required—especially at dances and balls, where stylish, sheer hose *that will wear are a necessity.*

Because of this double quality, a million people are wearing "Holeproof."

FAMOUS Holeproof Hosiery FOR MEN WOMEN AND CHILDREN

Six pairs of cotton hose must wear six months. Three pairs of silk hose must wear three months. That is guaranteed. And it means every stitch. If a *thread* breaks, we replace the hose free.

Look for the signature, Carl Freschl

Stamped on every pair.

The genuine "Holeproof" are sold in your town. Dealers' names on request or we'll ship direct where there's no dealer near, charges prepaid, on receipt of remittance.

Men's cotton "Holeproof" cost $1.50 to $3.00 a box of six pairs; women's and children's, $2.00 to $3.00 a box; infants', $1.00 a box of four pairs. All above boxes guaranteed six months. Men's silk "Holeproof" cost $2.00 a box of three pairs; women's, $3.00 a box of three pairs. Silk hose guaranteed three months. Write for free book, "How to Make Your Feet Happy." See how these wonderful hose are made.

Holeproof Trade Mark Hosiery

Reg. U. S. Pat. Office, 1906

Carl Freschl

HOLEPROOF HOSIERY COMPANY, Milwaukee, Wisconsin

Holeproof Hosiery Company of Canada, Ltd., London Can.

Are Your Hose Insured?

Stop Forgetting

To Remember a Book at One Reading—To Recall a Good Lecture, Sermon, or Address—To Remember Anything You Want to Remember—

Get This Book

"HOW TO REMEMBER AND NEVER FORGET"

By Prof. Loisette. It contains the valuable instruction which was formerly sold to thousands of men and women for $25.00 under a signed contract not to impart it. It is not a new-fangled, untried system, but is founded on the laws of the mind and has been tested for nearly one-third of a century. *An average of ten minutes three times a day devoted to this book will prove a marvelous benefit.* Each day you can put into practise the principles laid down. All Bookstores, or sent post-paid on receipt of $2.55 by the publishers.

FUNK & WAGNALLS COMPANY, Dept. 549 New York.

A $25 BOOK FOR ONLY $2.55

You Can Weigh What You Should Weigh

You can, I **know** it, because I have **reduced** 25,000 women and have **built** up as many more—scientifically, naturally, without drugs, in the privacy of their own rooms; I can build up your vitality—at the same time I strengthen your heart action; can teach you how to breathe, to stand, walk and correct such ailments as **nervousness, torpid liver, constipation, indigestion, etc.**

ONE PUPIL WRITES: "I weigh 83 pounds less and I have gained wonderfully in strength." ANOTHER SAYS: "Last May I weighed 106 pounds, this May I weigh 126, and Oh! I feel SO WELL."

Write to-day for my free booklet.

SUSANNA COCROFT, Dept. 51, 624 Michigan Bl., Chicago

Author of "Growth in Silence," "Self-Sufficiency," etc.

MOTOR-TRIPS AND CARS

(*Continued from page* 298)

"The limousine is the highest priced electric passenger car, its range extending from $3,100 to $5,500. These limousines are in direct rivalry with the gasoline limousine, and their début proves unmistakably that the maker of electrics is going to demonstrate that the electric is not simply a vehicle for women, but a general utility machine, the same as the gasoline closed car of limousine and coupé types. These electric limousines are commodious vehicles, with every luxury known to the body building art. The passengers all face forward; in many the vehicle is driven from either the front or rear seats; and they are single-compartment vehicles, which makes them admirable for family use, for dinner and theater parties.

"The brougham is a slightly lower-priced vehicle than the limousine, its figures ranging from $2,500 to $3,500, with the majority around $2,800, $2,900, and $3,000. Nine different makers list brougham models and many of them list several different brougham types.

"Lastly, in the closed body field is the coupé, which has increased in favor and is now firmly established as a small inclosed model. The strict colonial type has progressed, so that now the accentuated curved top, characteristic of this type, is quite general with many of the makers. It makes a specially smart appearing vehicle. Coupé prices rarely reach the $3,000 mark, but hover between $2,500 and $2,800. One maker lists a model at $1,885, which is practically the only electric of the year listed under $2,000. Fifteen different makers are listing coupé types.

"The roadster or runabout has the open vehicle field to itself, and to-day this type of vehicle is recognized not as an outburst of company radicalisms, but as a standard model. Eleven makers are marketing them, and of this number two concerns have a couple of models each. The electric roadster is using the curved hood or bonnet in preference to the imitation of the gasoline hood. A few still continue the use of the false radiator and other imitations. The feeling is gaining ground that the electric roadster can stand on its own feet; that it has a legitimate place, and that it will soon, as a city vehicle, become considered as seriously for general utility purposes as the gasoline roadster. Runabout prices hold close to $2,500, with one or two getting as low as $2,250 and others climbing to $2,600 and $2,800. The steering-wheel is popular on this type."

Mixt Masterpieces.—A list of sellers such as never were:

William H. Shaw—"Fatty's Last Play."

Theodore de Morgan—"It Will Probably Happen Again."

Ellis Parker Wilson—"Prex Is Prex."

Richard Harding Debs—"A Soldier of Misfortune."

Irving Bryan—"Keeping Up With Teddy."

"Uncle Joe" Reade—"It Is Sometimes Too Late to Mend."

Nathaniel Murphy—"Twice-told Votes."

J. Pierpont Bennett—"My United States."

John D. Clemens (Standard Twins)—"Innocents Everywhere."

—*Edwin Bjorkman.*

Same Old Feet.—CLERK—"But, sir, everybody is wearing these long, narrow-pointed toes this season."

CUSTOMER—"May be; but I'm still wearing my last season's feet."—*Louisville Post.*

PERSONAL GLIMPSES

THORPE'S DISQUALIFICATION

THE jolt given "Jim" Thorpe, the Olympic hero, by the exposure of his professionalism and the consequent loss of the trophies he won at Stockholm last summer, was doubtless softened a good deal by flattering offers from many of the major-league baseball managers following the announcement that he was barred from amateur athletics. But, of course, that could console only Thorpe and his friends, as his future as a baseball player can have nothing to do with the mix-up he caused in international athletics and the humiliation felt by practically everybody interested in American amateur athletics. Thorpe's confession and plea of ignorance saved him from very much severer criticism than he otherwise would have received. Another interesting fact is that he was not so much blamed by Europeans as by his own countrymen. The story of the exposure is told by Robert Edgren in the New York *Evening World:*

Thorpe will be stript of all the glory he won on the amateur field—and that includes more honor than ever fell to the lot of any athlete in the world. He not only is a wonderful football and baseball player, but he can do all sorts of record-breaking stunts in every other branch of sport.

Thorpe won both the decathlon and the pentathlon events in the meet at Stockholm, and this earned for him praise from every quarter of the globe. The King of Sweden, upon tendering Thorpe the bronze bust for winning the pentathlon, said:

"You, sir, are the greatest athlete in the world."

Thorpe also was presented a handsome Viking ship, the prize tendered by the Czar of Russia for winning the decathlon.

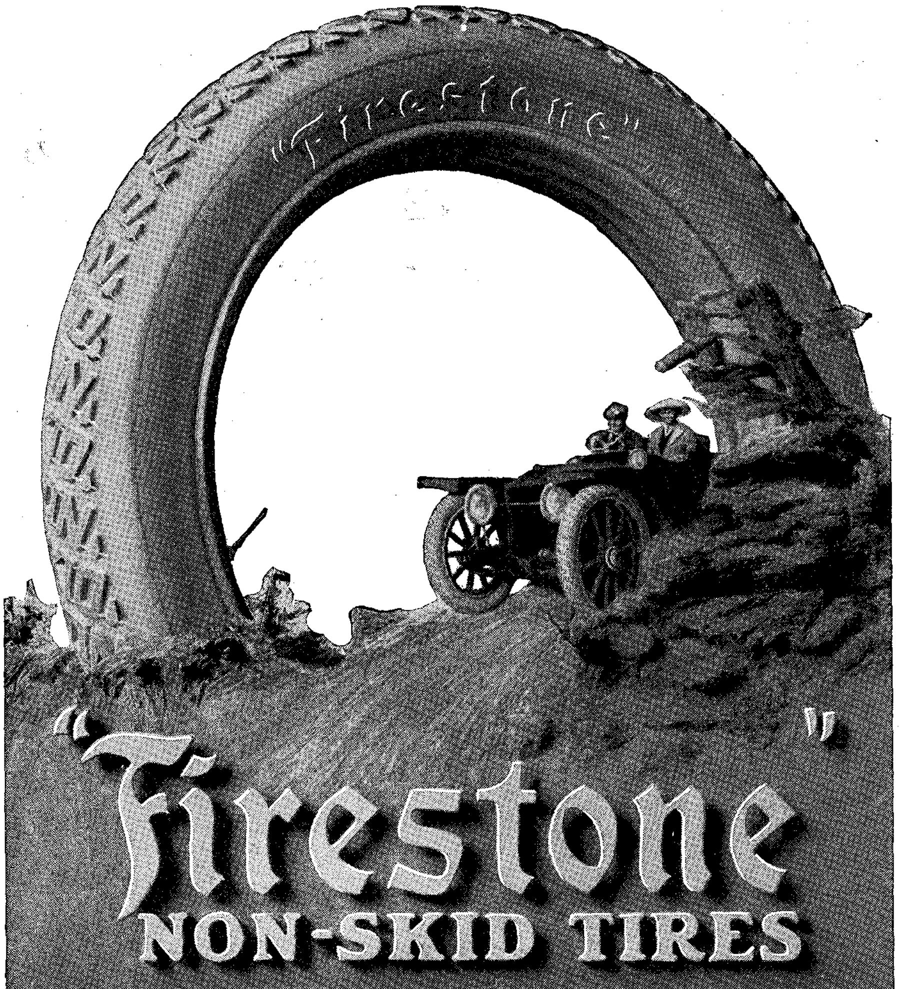
Not only will these prizes be taken away from the Fox and Sac Indian, but he'll have to return all the amateur prizes—including the National A. A. U. championship, which he won last fall.

Thorpe in his confession declares that he didn't know it was wrong to play professional ball and compete in amateur ahletics at the same time, as he says that there were several other prominent college athletes doing the same thing. An effort will be made to have Thorpe tell just what college men played ball with him, for the sooner that the amateur ranks are free of such athletes the better it will be for the game.

The disqualification of Thorpe makes a slight difference in the standing of the nations at the Olympic meet. However, it isn't big enough to cause America to lose the credit of winning first place.

When Thorpe returns his Olympic prizes, the Viking ship will be turned over to H. Weislander of Sweden, who finished second in the decathlon, and F. R. Bie of Norway, who finished second in the pentathlon, will receive the bust of the King of Sweden.

John Bredemus of Princeton will also profit by Thorpe's disgrace, as he finished second to the great Carlisle athlete in the all-around championships at Celtic Park



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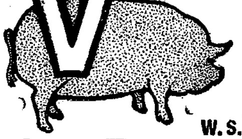

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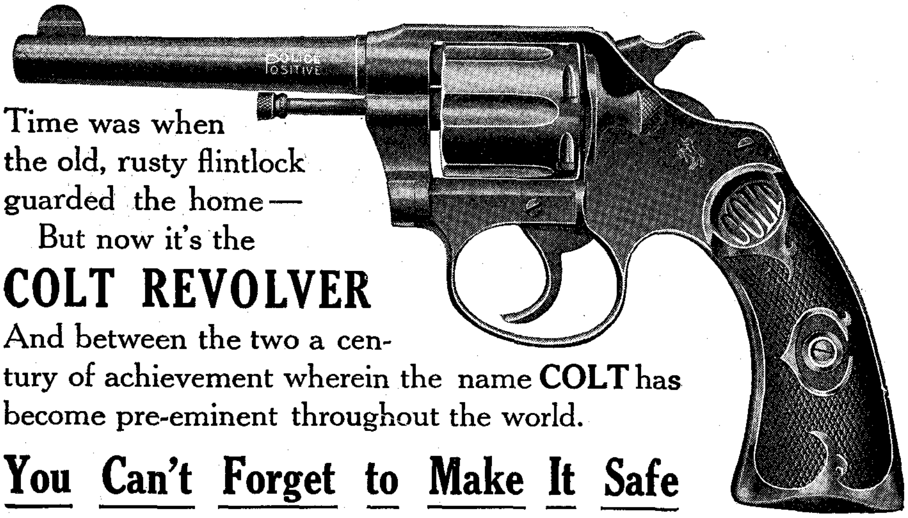

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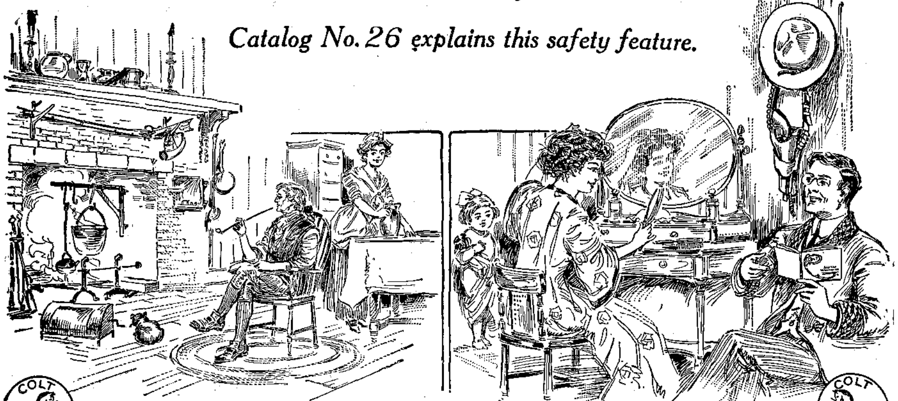

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last September. On that occasion the big redskin piled up 7,476 points, a world's record.

The first intimation that Thorpe was a professional came from Charles Clancy of Southbridge. He declared that Thorpe played under his management in the Carolina League two years ago. The following day he denied the story, saying he was misquoted.

His denial was hardly cold when players and umpires from other parts of the country came forward and said that they knew all the time that the Jim Thorpe who played in the Southern minor league and the athlete who carried off the supreme honors abroad last summer were one and the same.

William B. Clemence, sporting writer for the New York *Morning Telegraph*, makes this extenuation plea for Thorpe:

There are few people in this country who will not feel that the penalty, tho necessary under the present rules of the Amateur Athletic Union, is yet disproportionate to the offense, if the original nature of Thorpe's transgression be considered—namely, his course in playing summer baseball for money.

Thorpe's real offense consists, of course, in his keeping silent regarding his ineligibility under the rule which, however unfair it may appear in any particular case, is nevertheless well established.

While there is no wish to condone Thorpe's offense, the writer has met the Indian a half dozen times in the last three years and each time has been more imprest with his stolidness. If ever there was an individual typical of his race, it is Thorpe. Immobility is not alone marked in his features, but in every action and every movement.

But yet put this Indian in a contest of any sort, whether it was on the track, over the hurdles, or throwing the hammer, and Thorpe's stolidness leaves him and he is the athlete, striving with brawn and muscle to outdo his competitor.

Love of games—sports—was Thorpe's fetich and it has been his undoing. But he has been more sinned against than sinning.

Thorpe was never a professional in spirit. Had he been, he could have commanded almost any salary he wished in either of the major baseball leagues. Pittsburg sent its scout to Carlisle with a signed contract for him to fill out; Washington wanted him—yet he turned down these offers and went and played baseball in a virtually unknown Southern league where the salary limit is $30 a week for the highest paid player—Thorpe acknowledges he got $25—yet this poor Indian is branded as a professional.

And he must suffer, too, the ignominy of it all because of the binding effect of a rule which arbitrarily associates the distant and specific professional work in which he was mixed up with the fundamentally different amateur sport in which he competed.

And what of those who have been the means of Thorpe's undoing—the men who have known all along that this poor aborigine was a professional, yet held their mouths closed and now see their country discredited before all the world? Is no blame attached to them?

Thorpe's letter of confession to James E. Sullivan, Secretary of the Amateur Athletic Union, is self-explanatory. He says:

When the interview with Mr. Clancy, stating that I had played baseball on the Winston-Salem team was shown me I told Mr. Warner that it was not true, and in fact I did not play on that team. But so much has been said in the papers since then that I went to the school authorities this morning and told them just what there was in the stories.

I played baseball at Rocky Mount and at Fayetteville, N. C., in the summer of 1909 and 1910, under my own name. On the same teams I played with were several college men from the North who were earning money by ball-playing during their vacations and who were regarded as amateurs at home. I did not play for the money there was in it, because my property brings me in enough money to live on, but because I liked to play ball. I was not very wise to the ways of the world and did not realize that this was wrong, and it would make me a professional in track sports, altho I learned from the other players that it would be better for me not to let any one know that I was playing, and for that reason I never told any one at the school about it until to-day.

In the fall of 1911, I applied for readmission to this school and came back to continue my studies and take part in the school sports, and, of course, I wanted to get on the Olympic team and take the trip to Stockholm. I had Mr. Warner send in my application for registering in the A. A. U., after I had answered the questions and signed it, and I received my card allowing me to compete in the winter meets and other track sports. I never realized until now what a big mistake I made by keeping it a secret about my ball-playing, and I am sorry I did do. I hope I will be partly excused by the fact that I was simply an Indian schoolboy and did not know all about such things. In fact, I did not know that I was doing wrong, because I was doing what I knew several other college men had done, except that they did not use their own names.

I have always liked sport and only played or ran races for the fun of the thing and never to earn money. I have received offers amounting to thousands of dollars since my victories last summer, but I have turned them all down because I did not care to make money from my athletic skill. I am very sorry, Mr. Sullivan, to have it all spoiled in this way, and I hope the Amateur Athletic Union and the people will not be too hard in judging me.

The case for the Amateur Athletic Union is stated in a communication given to the press by Gustavus T. Kirby, Bartow S. Weeks, and James E. Sullivan. They say:

The Team Selection Committee of the American Olympic Committee selected James Thorpe as one of the members of the American Olympic team, and did so without the least suspicion as to there having ever been any act of professionalism on Thorpe's part.

For the past several years Thorpe has been a member of the Carlisle Indian School, which is conducted by the Government of the United States at Carlisle, Pa., through the Indian Department of the Department of the Interior.

Mr. Glenn Warner, formerly of Cornell, a man whose reputation is of the highest and whose accuracy of statement has never

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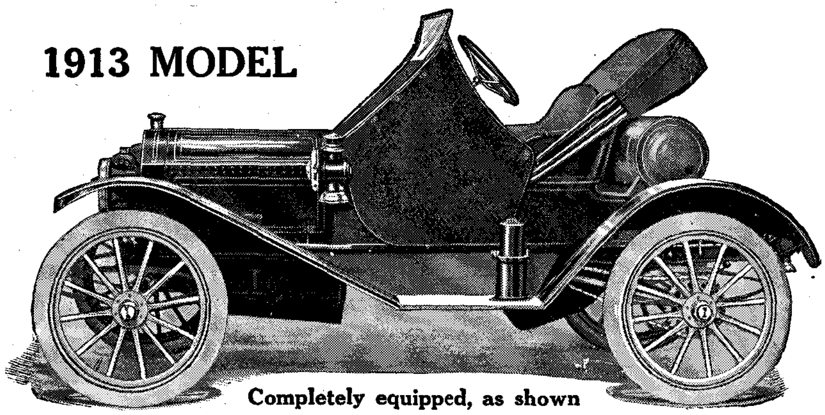

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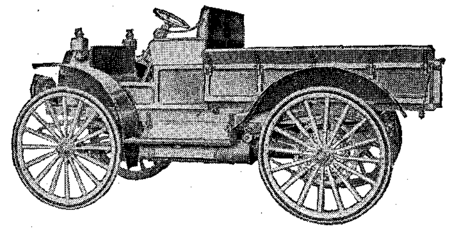

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been doubted, has been in charge of the athletic activities of the institution. During the period of Mr. Thorpe's membership at Carlisle he competed on its football, baseball, and track and field teams, and represented it in intercollegiate and other contests, all of which were open only to amateurs, as neither Carlisle nor any of the institutions with which it competes has other than amateur teams.

Thorpe's standing as an amateur had never been questioned, nor was any protest ever made against him or any statement ever made as to his even having practised with professionals, let alone having played with or as one of them.

The widest possible publicity was given the team selected by the American Olympic Committee, and it seems strange that men having knowledge of Mr. Thorpe's professional conduct did not at such time, for the honor of their country, come forward and place in the hands of the American committee such information as they had.

No such information was given, nor was a suggestion even made as to Thorpe's being other than the amateur which he was supposed to be. This country is of such tremendous territorial expanse, and the athletes taking part therein are so numerous, that it is sometimes extremely difficult to ascertain the history of an athlete's past. In the selection of the American team the committee endeavored to use every possible precaution, and where there was the slightest doubt as to a man's amateur standing, his entry was not considered.

Thorpe's act of professionalism was in a sport over which the Amateur Athletic Union has no direct control; it was as a member of a baseball team in a minor league, and in games which were not reported in the important papers of the country. That he played under his own name would give no direct notice to any one conerned, as there are many of his name. The reason why he himself did not give notice of his acts is explained by him on the ground of ignorance. In some justification of this position, it should be noted that Mr. Thorpe is an Indian of limited experience and education in the ways of other than his own people.

The American Olympic Committee and the Amateur Athletic Union feel that while Mr. Thorpe is deserving of the severest condemnation for concealing the fact that he had professionalized himself by receiving money for playing baseball, they also feel that those who knew of his professional acts are deserving of still greater censure for their silence.

The American Olympic Committee and the Amateur Athletic Union tender to the Swedish Olympic Committee and through the International Olympic Committee to the nations of the world, their apology for having entered Mr. Thorpe and having permitted him to compete at the Olympic games of 1912.

The Amateur Athletic Union regrets that it permitted Mr. Thorpe to compete in amateur contests during the past several years, and will do everything in its power to secure the return of prizes and the readjustment of points won by him, and will immediately eliminate his records from the books.

London sporting writers disagree when

it comes to fixing the blame. A contributor to *The Daily News* thinks Mr. Sullivan did not take many pains to find out about Thorpe's past athletic performances. "Our patience," he says, "is exhausted when we are asked to believe that Thorpe is the biggest sinner against amateurism simply because of his baseball indiscretion." And *The Daily Mirror* views the case thus:

> A lot of these American laments must be taken as if made with the tongue in the cheek. If Thorpe was the only shady amateur who competed at the Olympic meet, I know nothing about athletics and in my opinion foreign athletes are reformed beyond recognition. If Thorpe was the only American who transgressed the letter of the amateur laws, then America had a wonderful collection of athletes.
>
> Nobody who knows British athletics from the inside would for a moment imagine that one of our team had not taken payments sub rosa in the way of fat expenses. The difficulty is to get proof against the wrong-doer.

In the opinion of the London *Globe*, the story of tainted amateurism is not more than half told:

> Thorpe's admission will hardly increase the belief of the world in general in the purity of American sport, since he only appears to have done what numerous other college men are in the habit of doing, namely, taken payment for playing in baseball matches and the like while still claiming to be entitled to the status of amateur. Inquiry into the prevalence of this practise might result in further unpleasant disclosures. It seems as tho the world of sport in the United States should undertake a purging process in its own interests.

Sporting Life (London) wonders how many Olympic competitors there are whose status would not bear examination. "In my opinion," says the writer, "there are quite a number, and not all of them are Americans." *The Pall Mall Gazette* also is rather charitable:

> We feel rather sorry for Thorpe, who, it seems, posed as an amateur rather in ignorance than with any deliberate idea of fraud. His excommunication might perhaps have been a little more gently conducted. The purity of American amateur athletics stands as high as ever."

Censuring Thorpe only, Capt. F. W. Jones, Acting Secretary of the British Olympic Association, says it seems to him that "the Americans are behaving extremely well in a trying position." President Willis of the South London Harriers' Club, who is said to be the pioneer in international athletics, proposes that the next Olympic games shall be open to both amateurs and professionals. A cable dispatch from Stockholm says the news of Thorpe's disqualification aroused "a unanimous feeling of sympathy here for the great athlete." The Swedes argue that the trophies should

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and play while you are paying for it. No special room is needed. The Burrowes Table can be set on your dining-room or library table or mounted on its own legs or compactly folding stand. Only a moment is required to set it up or to take it down and set it out of the way. Sizes range up to 4½ x 9 feet (standard). Complete playing equipment of balls, cues, etc., free with each Table.

Burrowes Tables are used for home practice by some of the foremost professionals. Every Table of whatever size is scientifically accurate in proportions to the smallest detail and adapted to the most expert play. The most delicate shot, calling for skill of the highest type, can be executed with the utmost precision.

$1.00 DOWN

Prices are from $15 up, on terms of $1 or more down and a small amount each month.

FREE TRIAL—NO RED TAPE

On receipt of first installment we will ship Table. Play on it one week. If unsatisfactory return it, and on its receipt we will refund your deposit. This insures you a free trial. Write today for illustrated catalog, giving prices, terms, etc.

E. T. BURROWES CO., 718 Center St., Portland, Me.

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He is sure to say, "If you can't nurse Baby, get clean, fresh Holstein milk; it's the nearest substitute for mother's milk."

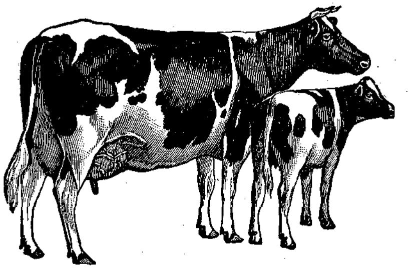
In Holstein milk as in human milk, the cream or fat is divided into minute uniform particles or globules less than half the size of those in common milk. So when Holstein milk reaches the stomach it acts just as human milk does. It forms small, soft curds, flaky and easy to digest.

Common milk on the other hand forms curds that on account of their fat contents are dense and heavy and have a tendency to stick together in a solid mass. It's not a safe food even for the sturdiest baby.

Give your baby Holstein milk, and it will be free from all the digestive troubles that interfere with steady growth. It will be healthy, plump and happy, with a strong constitution and plenty of reserve force.

Holstein milk costs no more than other milk. If your dealer cannot supply you, write us.

Send for our free booklet, "The Story of Holstein Milk"
It's full of points about infant feeding



HOLSTEIN-FRIESIAN ASSOCIATION
21 L American Building, Brattleboro, Vt.

be left with the Indian until the next Olympic meeting is held. We read:

> All the leading men in athletic circles think it will be impossible to cancel the prizes won by Thorpe, as the rules for the Olympic games in Stockholm clearly prescribe that protests against the amateur standing of participants must be made within thirty days after the distribution of the prizes. They consider that the only way of revoking the awards will be for the Amateur Athletic Union to demand it at the Olympic meeting at Lausanne, Switzerland, next summer.

PUJO

Altho his name may resemble that of the hero of a French detective story, there are a score or more of prominent financiers east of the Mississippi who have found out that Arsène P. Pujo is anything but a fictitious person. As in the case of A. Owsley Stanley, a fellow Congressman who trailed the United States Steel Corporation until he was sure he had it "treed," the Louisianan sprang into national prominence rather suddenly, having been one of the less conspicuous members of the House until the inquiry into the so-called Money Trust was started. But, of course, that does not mean that he was ever one of the small fry; on the contrary, he is regarded as a man of considerable caliber. One of the reasons why he was not very well known throughout the country before the Pujo Committee began its work is that he never cared much for newspaper notoriety, which is indeed an unusual claim to be made for a legislator, but nevertheless true if we are to rely upon the veracity of the New York *Sun*. His career, as sketched by *The Sun*, is a first-rate political story:

> He is five feet nine inches tall, clean shaved, except for a small and nearly white mustache, his dark hair untouched by time, barring a slight suggestion of grayness near the temples. Well built and decidedly handsome, he is distinctly well preserved for his age. He will be fifty-two next December. . . . He is a clever lawyer, and in addition he knows a great deal about finance. For a number of years he has been a director of a bank in Louisiana, his native State; he is also counsel for the same bank, and he was a member of the Monetary Commission.
>
> When he first came to Congress, in 1902, he had already a reputation for knowledge of financial matters. The Louisiana delegation in the House of Representatives had him slated for membership in the Committee on Judiciary; but it so happened that there was at the time no vacancy on the Democratic side of that committee, and so he was put into the Committee on Banking and Currency. But for this accident he might not be directing the investigation at the present moment.
>
> Mr. Pujo is almost a Frenchman. His father, whose name was Paul Pujo, came from Tarbes, in France, in 1837, married a young lady named Eloise Le Bleu, fought

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Most luxurious bath any one can take. Beats a plunge forty ways. Gives more enjoyable wash-down—either hot or cold—than the most expensive overhead shower ever made. But costs less than half as much as the cheapest old-style shower you can get.

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Don't Have to Wet Your Hair

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Just to show you how good this shower is, we'll **lend** it to you on ten days' free trial. If satisfied, simply send us $6 in full payment. If not, simply return it. Many say a month's use is alone worth every cent of the price Just order on your letter head or enclose business card or reference and you'll get this new kind of shower complete and prepaid. Address

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The Standard Dictionary has received all kinds of honor medals and prizes from expositions, governments and educational institutions.

THE IRISH have always been mighty interesting people, and nobody knows them better than Justin McCarthy. He knows their past as thoroughly as he does their present, and when he tells all about both in his book **"Ireland and Her Story,"** he makes a story which the critics unite in pronouncing "as fascinating as a novel." One might add that this brilliant little history is much more fascinating than many novels, and better yet, it is true. The price is only $1 postpaid.

THE IRISH **AGAIN,** are celebrated for their rollicking humor and keen wit. Good stories of them are always welcome. Certainly when one of the cleverest of Irish storytellers brings out a book it can not fail to make a hit. Seumas MacManus is the present day Prince of Irish Storytellers, and his book **"The Red Poocher,"** has been greeted everywhere with such superlatives of praise that it is useless to try to quote them. May as well let every reader invent his own exclamations of delight when he closes the book. It can be had for 75 cents postpaid.

THE IRISH **ONCE MORE,** are lovers through and through. When we want an ideal love story, we pick out a gallant, poetic, passionate Irishman and his blue-eyed colleen, and we are pretty sure to develop a love story fit to set to music or put upon the stage. There are always novelty, humor, tenderness, passion, and sometimes tragedy in them. Anna MacManus, sometimes known as "*Ethna Carbery*," the wife of Seumas MacManus, was endowed with a rare insight into the character and nature of these people—her people. With the pen of an artist and a great love in her heart, she has written six beautiful, throbbing, magically appealing Irish love stories which now appear in the book **"The Passionate Hearts,"** a treasure for any one. The price is 75 cents postpaid.

THE IRISH **FINALLY,** have a wealth of legend, folk-lore, and mythology. The wonderful doings of their ancient kings and warriors read like fairy tales, and such indeed they are in large part. Magic swords, spears, and armor; the miraculous "quicken-tree," grown from a fairy seed; the fairy fleeces; the wonderful whistler whose flute-like notes charmed his enemies into fateful sleep; the superhuman prowess of the old-time heroes; the devotion of friends and the relentless hate of enemies—all play important parts in the legendary past of this picturesque people. Anna MacManus, author of "*The Passionate Hearts,*" has given us nine stories of Irish adventure, legend, and mythology in her new book **"In the Celtic Past."** The stories glow with warm color and throb with chivalrous action and exciting adventure. The price of **"In the Celtic Past."** is the same as that of "*The Passionate Hearts,*" 75 cents postpaid.

FUNK & WAGNALLS COMPANY New York

later in the Civil War, and after the termination of that conflict became a merchant. When he died, his son Arsène was made administrator of his estate—no very large one—and thus he picked up enough points about law to lead him to think that the legal profession would suit him better than any other.

Arsène was born in December, 1861, near the town of Lake Charles, in Louisiana. The town is located in what is known to-day as Calcasieu parish—a corruption of Quelquechose, meaning, in the French language, "Something." Lake Charles has to-day a population of about 15,000 and is rather picturesquely situated between extensive forests on the north and a flat prairie, devoted to rice culture, which extends southward to the Gulf. In Mr. Pujo's Congressional district is grown one-half of all the rice produced in the United States.

Thus it was natural that Mr. Pujo should know a good deal about rice and rice culture; also that when the question of removing the duty from rice came up for discussion he should oppose it on the floor of the House. He did this so effectually that the duty was retained.

He came into prominence for the first time twenty years ago, when, in 1892, he engaged earnestly in the fight against the Louisiana lottery, which, controlling vast political influence, had long held the State in its unscrupulous grip. The lottery company was anxious to obtain an extension of its gambling privilege for another series of years, and many conservative citizens banded themselves together to prevent it. They formed the Anti-Lottery League, of which Mr. Pujo was made chairman. It is a matter of history that they won out.

The lottery was really a very popular institution, and in those days, to be in the forefront of opposition to it was not conducive to political success. It might even be bad for the law business to assume such an attitude. But Mr. Pujo has never been a seeker of popularity.

Being among the somewhat conservative Democrats in the House, he opposed an immediate attack upon Wall Street, preferring a thorough investigation as the first step toward abolishing the evils of financial discrimination. *The Sun* goes on:

Incidentally the question was raised whether the House, having already a financial committee, ought to appoint a special committee to attend to business properly belonging to the regular committee.

The decision finally reached was that the proper thing to do was to hand the whole matter over to the regular Committee on Banking and Currency, to do with it as might seem most judicious. Of this committee, Mr. Pujo was and is chairman. The committee appointed a subcommittee to make the investigation, and for chairman of it Mr. Pujo was selected. This is exactly how it comes about that the member from the Seventh Louisiana district is in charge of the special committee now engaged in trying to find out whether there is in this country a group of men who, mainly through a concentration of credit, control the money supply, thus establishing what may be termed a money trust.

Arsène P. Pujo comes from a Congressional district which has two great indus-

SOCIETY'S PREFERENCE IS INVARIABLY THE BEST

Those of good taste and judgment appreciate the difference between the Rauch & Lang Electrics and cars that are made in a hurry.

There will always be buyers for the ordinary electrics—but so long as the Rauch & Lang remains so superior in quality—so excelling in correctness of appearance and equipment—it will be the choice of society—the car of social prestige.

It has been the same since we first began making vehicles—over 60 years ago.

The coaches of royalty were no more correct in detail, according to their periods, than the Rauch & Lang Electric of today. The owners of Rauch & Lang vehicles are invariably the most prominent in their respective communities.

The extreme care bestowed on electrics bearing our name, restricts us to a limited production.

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WE HAVE BEEN COACH BUILDERS OVER SIXTY YEARS

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In Carpet Sweepers
Who Doubts It's BISSELL'S

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Write for free booklet, "*Easy, Economical, Sanitary Sweeping*."

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Makes the Most Practical Walls

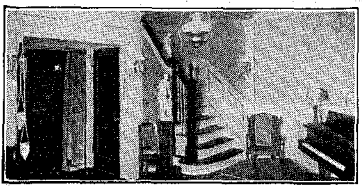
COMPO-BOARD walls and ceilings are ideal from every standpoint.

Strength. They have actually held buildings together in California earthquakes.

Durability. In houses lined with Compo-Board twelve to thirteen years ago, they are still in good condition.

Fire Resisting. They will hold a fire in check long after a plaster wall would crumble.

Cold and Heat Resisting. They are absolutely air-tight; Compo-Board walls as far north as Alaska are known to keep homes comfortable.



Damp Proof. Thousands of homes are always dry and sanitary. Moisture cannot penetrate Compo-Board.

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Free Sample and Booklets Tell the Whole Story—tell the unique construction of Compo-Board that gives it all these advantages, give letters from hundreds of users in evidence of these claims, tell of the many other uses of Compo-Board besides a wall lining. Write for this interesting matter. It's worth while.

Compo-Board *is sold in strips four feet wide* and one to eighteen feet long by dealers in most every town.

Furniture, incubator, novelty and other manufacturers *have found* Compo-Board the ideal material for many purposes.

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4308 Lyndale Avenue No., Minneapolis, Minn.

The border of this advertisement is a slightly reduced cross-section illustration of Compo-Board.

SEASICKNESS
MOTHERSILL'S SEASICK REMEDY
Be Happy and Well while Traveling
TRAINSICKNESS

Prevented—Stopped

MOTHERSILL'S, after thorough tests, is now officially adopted by practically all the Great Lakes and New York Steamship Companies running south, and many Transatlantic lines.

Four years ago Mr. Mothersill gave a personal demonstration of his remedy on the English Channel, Irish Sea, and the Baltic, and received unqualified endorsement from leading papers and such people as Bishop Taylor Smith, Lord Northcliff, and hosts of doctors, bankers and professional men. Letters from person ages of international renown—people we all know—together with much valuable information are contained in an attractive booklet, which will be sent free upon receipt of your name and address.

Mothersill's is guaranteed not to contain cocaine, morphine, opium, chloral, or any coal-tar products. 50 cent box is sufficient for twenty-four hours. $1.00 box for a Transatlantic voyage. Your druggist keeps Mothersill's or will obtain it for you from his wholesaler. If you have any trouble getting the genuine, send direct to the Mothersill Remedy Co., 407 Scherer Bldg., Detroit, Mich. Also at 19 St. Bride St., London, Montreal, New York, Paris, Milan, Hamburg.

tries—lumber (from the forests already mentioned) and rice growing. He has lived there all his life, barring such periods as he has spent in Washington while attending to his duties as a member of the House. His home is at Lake Charles, near where he was born. Having served through the last five Congresses, he retires on March 4, next, to private life voluntarily, having refused to run again. The law firm of which he is the head needs his services, one of its members having recently died.

He is married and has two daughters. When in Washington he lives at the Hotel Grafton, on Connecticut Avenue. When he goes back to Lake Charles he expects to devote his leisure time mainly to hunting, which is his favorite amusement. Happiest with the companionship of dog and gun, he finds himself there in the midst of one of the most famous hunting grounds of the United States, where game of many kinds is plentiful, including woodcock, ducks, partridges, and even deer, with occasional bears.

CRUISING IN A ZEPPELIN

SITUATED on the banks of the Havel at Potsdam and sheltered by an almost wind-proof forest of firs is a magnificent brick and steel garage, whose imposing entrance is adorned with the expressive legend, "Air Harbor." A couple of hundred soldiers wearing the khaki gray of the Airship Battalion flit about the place, doing the drudgery of the station—holding ropes, lugging ballast-bags, fetching petrol, and so forth—and on every hand are tall young lieutenants in motor-goggles who carry upon their broad, muscular shoulders the tremendous responsibility of keeping Germany's future empire of the air. Such is the home of the great passenger Zeppelin *Hansa*, a ship of peace, tho used exclusively by army men at the present time. It was built for excursion service and belongs to the German Airship Company. The company expected the craft to carry thousands of passengers at the rate of fifty dollars an hour, but the Kaiser's War Department decided, as is the custom whenever it wants something that is in private hands, to press it into military service and use it as a training-ship. Frederick William Wile, Berlin correspondent of the London *Daily Mail*, got special permission the other day to take a two-and-a-half-hour voyage in the *Hansa* with officers from the Battalion, and tells an interesting story about it. He writes:

> You have to imagine yourself within the *Mauretania's* landing-stage at Liverpool or in some giant London railway station to gather an adequate idea of the immensity of a Zeppelin garage. Well over 600 feet long, its iron girders span a width of 150 feet and its brick walls tower to the height of a five-story house. Everything about it spells permanence. You have the certain conviction that aerial navigation has indeed passed beyond the realm of fancy and dreams into the sphere of practical

You Can't Imagine

what a wonderful change in atmospheric conditions can be made in a few minutes in any small room by the installation of a—

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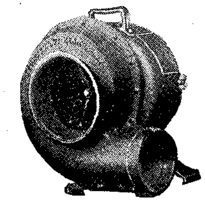
READY-TO-RUN
Electric Ventilating Set

They ventilate Toilets, Photographic Dark Rooms, Ticket Offices or Moving Picture Booths. They remove fumes from Laboratories and Kitchen Hoods.

They Ventilate and Cool Telephone Booths

In industrial plants they cool and dry material, shorten processes, improve output and increase capacity.



A Complete Electric Ventilating Set, all ready to run, for $35 to $55. Delivered anywhere in the United States.

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Hyde Park, Boston, Mass.

New Typewriter $18 in U.S.A.

A Remarkable Typewriter, Carried in Grip or in Overcoat Pocket. Standard Keyboard. Does All that Higher Priced Machines Do. Over 26,000 in Daily Use. **Bennett Portable Typewriter** has less than 250 parts, against 1700 to 3700 in others.

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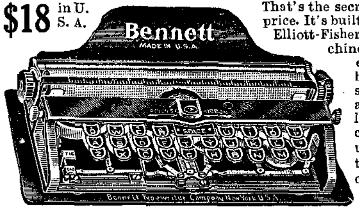
Bennett
MADE IN U.S.A.
SPACE
Bennett Typewriter Company New York U.S.A.

That's the secret of our $18 price. It's built in the famous Elliott-Fisher Billing Machine Factory, sold on a money-back-unless-satisfied guaranty. Wt. 4 1-2 lbs. You can carry for home use, business or trips. Send for catalog & Agts. Proposition.

A. P. Bennett Typewriter Co., 366 Broadway, New York

HUMOROUS HITS
and "How to Hold an Audience"

A bookful of *modern* recitations—short—successful—"HITS"—personally gathered and *tested in use* by Grenville Kleiser, Director of the Public Speaking Club of America.

Special feature: Expert advice on use of the voice, breath, modulation, pause, intensity, gesture, impersonation, memorizing, etc. Price $1; postpaid $1.11.

FUNK & WAGNALLS CO.
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Do You Talk Winningly?

Tactful Speech Will Give You Added Social and Business Prestige

The ability to address a social acquaintance or a customer clearly and concisely will give you a HIGHER SOCIAL POSITION, STRONGER INDIVIDUALITY, and greater EARNING POWER. If you want to occupy a commanding position in your social or business world, send for "Conversation: What to Say and How to Say It," by Mary Greer Conklin. Chapter headings are: What Conversation Is and What It Is Not; Discussion Versus Controversy; Gossip; Power of Fitness; Tact and Nicety in Business Words; What Guests Should Talk About at Dinner; Talk of Host and Hostess at Dinner; Unconscious Interruption in Conversation. Second edition just going to press. SEND FOR YOUR COPY TODAY before it is exhausted.

"The author pretty well covers the entire field of conversation, and presents the whole matter in graceful, instructional form. Mrs. Conklin does the public good service in presenting this subject in a way that is at once elementary, practical, and educational."
—*Tribune*, Salt Lake City.

12mo, cloth, 75c net; by mail 82c.

Funk & Wagnalls Company - New York

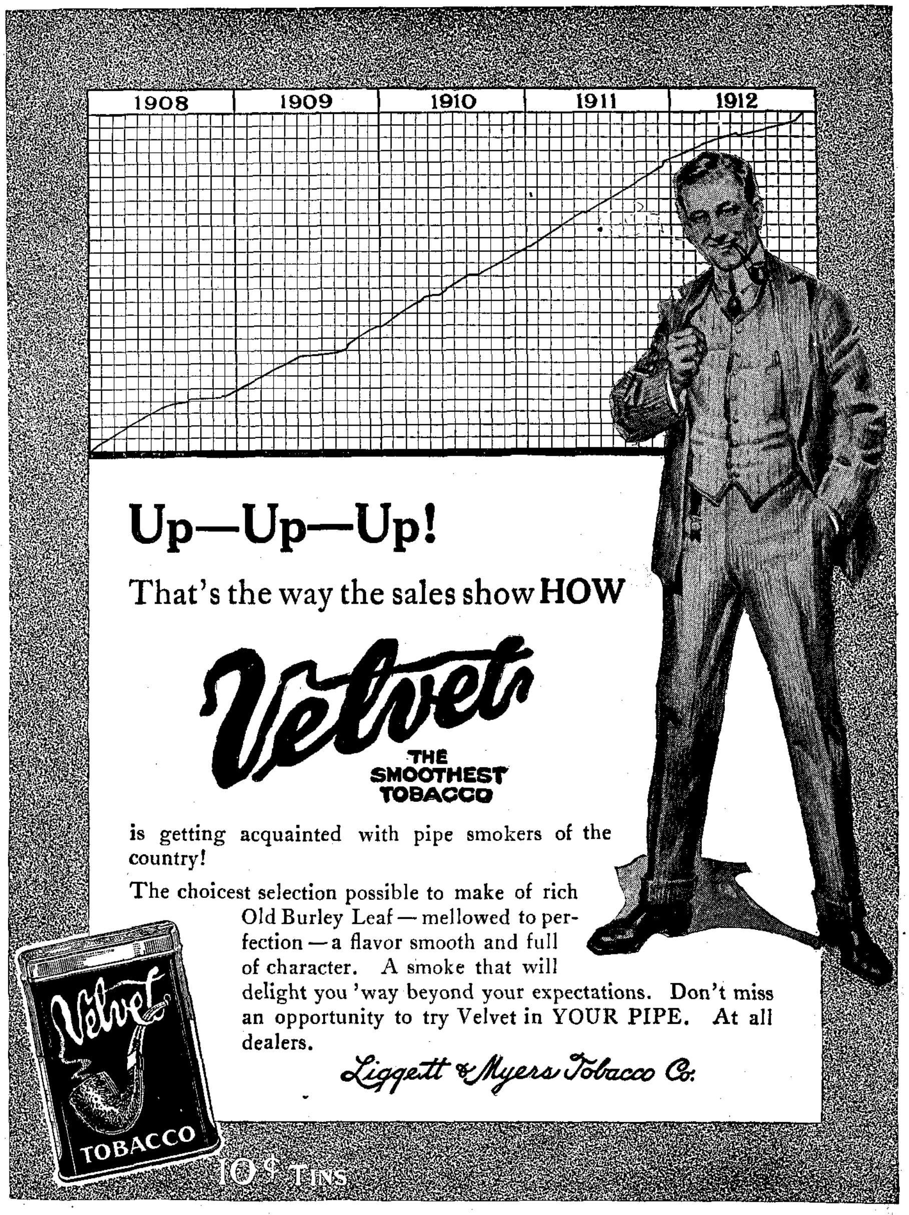
reality. And when you find yourself alongside the aluminum leviathan, as graceful in its ponderous lines as an ocean greyhound, and contemplate that you are about to bid farewell to the earth and put on wings for the first time, you begin to experience the tremor of the delight which is presently to be yours.

My hosts stated that the *Hansa* would lift anchor at 2 P.M. They were as good as their word, for my watch showed 1.58 to the second when a shrill whistle and the tugging of "anchor" chains gave sign that all was ready for the start. My military fellow-passengers and I were invited to clamber up a gang-plank into the first-class saloon carriage which serves as the *Hansa's* car, and at the end of another two minutes we were in motion. Zeppelins, it appears, are towed out of their garages on a track stretching several hundred feet from the entrance and then ascend gradually into their natural element. Before we knew it the earth was sinking away from us, and within a minute the soldiers left behind had assumed the dimensions of Lilliputians.

To go up in a Zeppelin, I found, was to have illusion dispelled at the very outset. I am a land-lubber subject to all the ills of human beings in whose veins no mariner's blood ever flowed. I expected to be seasick, or, at least, dizzy, or at the very least to feel queer and strange. Futile qualms. Instead of dizziness there was exhilaration, instead of strangeness a feeling of serene security; and then, as our pace grew faster and our altitude higher, a sense of supreme sovereignty over all things earthly, mingled with pity for people who have never known greater joy than plowing the oceans in 26-knot liners or annihilating space in 90-h.p. motor-cars. The cabin steward, whom we had mysteriously dropt, had left behind a supply of souvenir post-cards, and they were promptly looted. Everybody, officer and civilian alike, felt an irresistible desire to gloat over his fellow men eking out a miserable existence on terra firma, and no time was lost in inditing messages from the clouds, full of the exaltation which aerial touring produces.

Having sent off their post-cards, it presently became apparent that my military companions were aboard strictly for business. The minarets of the Kaiser's palaces and the San Sofia-like dome of Potsdam Cathedral had hardly faded away before an individual in a muffler, who appeared to be in command, shouted "Lieutenant Brandeis, to the forward car!" We were forthwith one rubbered figure less in our cozy saloon, for Lieutenant Brandeis had disappeared, to pick his way through the V-shaped, crisscross, aluminum companionway leading from the cabin to the car in which the forward machinery is contained. "Lieutenant Brüning, aft!" rang out another stern command. And, Lieutenant Brüning slipt away. Then, at regular intervals, with the *Hansa* now a quarter of a mile high and sailing majestically at thirty-eight miles an hour against a brisk head wind, others would be told off for turns at the motor or the helm or the "high-steering" gear.

Those who were temporarily off duty did not waste their time loitering in the cabin. Several were busy taking photographic observations, while others were



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That's the way the sales show HOW

Velvet
THE SMOOTHEST TOBACCO

is getting acquainted with pipe smokers of the country!

The choicest selection possible to make of rich Old Burley Leaf — mellowed to perfection — a flavor smooth and full of character. A smoke that will delight you 'way beyond your expectations. Don't miss an opportunity to try Velvet in YOUR PIPE. At all dealers.

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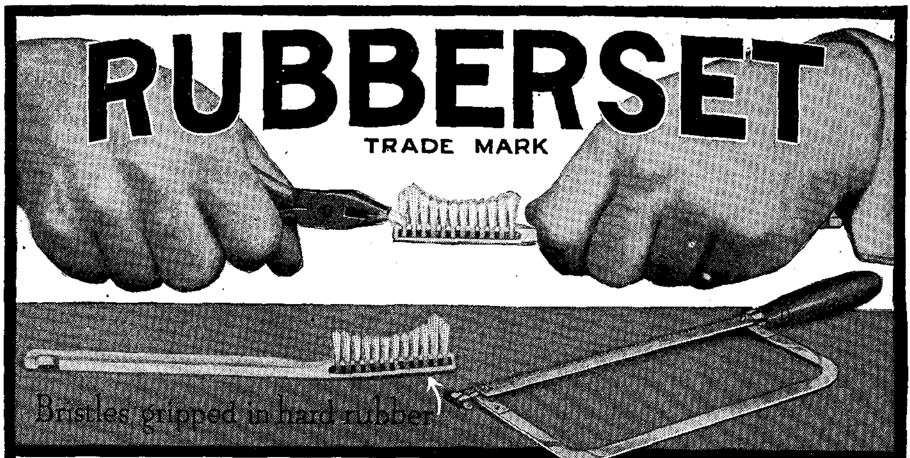

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TRADE MARK

LOOK at the photograph, and you have the facts of the RUBBERSET Tooth Brush.® Here is a tooth brush sawed in half, and in spite of this, every bristle is held fast, in a solid base of hard, vulcanized rubber. This test given to the ordinary tooth brush would have scattered the bristles to the four winds. The bristles cannot come out of a RUBBERSET Tooth Brush.

Your druggist or department store will sell you the RUBBERSET. If they fail to have the RUBBERSET in stock, write to us and we will see that you are supplied.

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Factories, Newark, N. J.

Whitman's Sampler

The Sampler Package

Everyday is Whitman's Day

—and February, as if to make up for its delinquency, throws in a special Whitman's Day on the fourteenth. What better for a valentine than one of these famous Whitman packages?

There is a local agent near you who has a variety of our special packages—all guaranteed to be fresh and in perfect condition—one of which is Whitman's Sampler, $1.00 a package, made up with a generous assortment from ten famous Whitman packages.

Whitman's "1842" Bitter Sweets A new box of assorted chocolates with old-style bitter coating and very sweet, creamy centers. 80c a pound, in one- and two-pound boxes.

Pink of Perfection Chocolates (or Confections) A bouquet of candy delights. Offered in a beautifully designed gift package, in three sizes and two assortments—one all chocolates; the other, chocolates and bonbons. $1.00 a pound, in one-, two- and five-pound boxes. And

The Fussy Package For Fastidious Folks Nut-center and hard-center chocolates. The most widely distributed dollar chocolates in the world. In half- to five-pound boxes.

If there is no Whitman agency near you, we will send you any package direct by mail on receipt of price.

Write for "List of Good Things," describing 70 Whitman's specialties.

STEPHEN F. WHITMAN & SON, Inc.
Philadelphia

Makers of Whitman's Instantaneous Chocolate and Marshmallow Whip

Your Children's Teeth

are a more important inheritance than a farm or a bank account. Good ones cost less than bad ones.

STRAIGHT EDGE CRUSTLETS

(Sample parcel by mail 10c.)

are the famous Straight Edge Bread dextrinized by slow heat—the way we make them for patients of several physicians and health specialists.

STRAIGHT EDGE INDUSTRIES, 111 Manhattan St., New York

Here is the only conveyance designed for the baby that will permit the mother to take her child everywhere

Oriole Go-Basket

A combined wheeler, carrier, bassinet and jumper. Can be pushed or pulled, carried on the arm or will stand alone. Changed instantly. Endorsed by physicians. Great convenience to mother—comfort for the baby. Be sure to get the Oriole—avoid imitations.

If not at your Dealer's, Write us for Catalogue and Great Trial Offer.

THE WITHROW MFG. CO.
2795 Spring Grove Ave., Cincinnati, O.

leaning far out of the windows, practising their eyes in the detection of remote objects. Mr. Wile concludes:

> Even the civilian undergoing the thrills of his first airship flight learns to know that the aircraft is endowed with eagle eyes. The fair Mark of Brandenburg had no secrets from us in the *Hansa*. Brandenburg, a thriving town of 55,000 people, lay at our feet, and at our mercy, I thought, had we been dropping bombs instead of post-cards. German passenger-airships may not explore the regions above fortresses and fortifications—a wise precaution, for they could contain little aerial excursionists might not easily divine. Spandau, the Woolwich of Germany, over which we soared on the home stretch, conjured up an inviting vision as one dreamed of the destructive possibilities of bomb-hurling airships, and I reflected what a golden target the Julius Tower there would make, the citadel where Germany's "war chest" of $30,000,000 is hoarded.
>
> But now the evening lights of Potsdam were beckoning us a twinkling welcome back to port, and the *Hansa's* four propellers were rumbling a little less insistently, which meant that we were tacking in preparation for descent. It was accomplished with the same complete lack of fuss, with the absolute security and precision that had marked the start. Gracefully and unconcernedly as an alighting bird, we sank earthwards, two or three coils of rope were thrown to the waiting soldiers, a whistle blew, we experienced the sensation of being pulled along tracks again, and the *Hansa* was berthed once more in her capacious station.
>
> A voyage in a Zeppelin costs thirty-eight cents a minute, according to the present tariff. It is worth every farthing of it.

POINCAIRÉ'S POPULARITY

THERE is, of course, no telling how soon or how often the people of France will change their politically fickle minds about Raymond Pioncaré, but if his administration as President, which begins in a few days, measures up to the expectations of his admirers, it will be anything but a failure, popularity or no popularity. Mr. Pioncaré is what on the other side of the Atlantic they call a "strong man," and it is believed that the exterior policies of the nation are in safe hands. Europe seems to be well pleased with his election, because France's present international relations will, in all probability, be maintained. His general policies, it is believed, will have a tendency to discourage Cabinet disruptions, fifty-two of which have occurred in forty-eight years. Ernest W. Smith, Paris correspondent of the London *Daily News*, whose personal recollections of Mr. Poincaré date back fifteen or sixteen years, tells this intimate story of his political career:

> He was then, if I remember rightly, Minister of Public Instruction in Mr. Dupuy's first Cabinet, a scholar, a charming speaker, and the nominee of his Govern-

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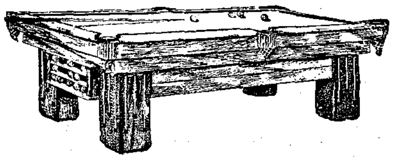

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ment to deliver learned and non-committal orations which always had a fund of knowledge and a delicacy of touch about them which would not disgrace Lord Rosebery. He has changed since in appearance, and even more in character. Within the past few weeks I was passing along the Faubourg St. Honoré when a sturdily built man, a little over middle height, with closely cut beard and eyes that scrutinized even a stranger with interest, leapt from a motorcar and bustled into the Elysée. "Tiens," remarked my companion, "voilà Poincaré." One might easily have mistaken him for Mr. Daneff.

Now, as everyone knows, Mr. Poincaré talks to Europe instead of delivering panegyrics at the pedestals of monuments to local celebrities. He has done well in a democracy where to raise your head above the shoulders of the dead level was to invite the hurling of half a brick. He has had to withstand in this brief electoral campaign the odium of being a "strong man" who dared say that he coveted the highest honor his fellow citizens could confer upon him. He is accused of being the new Boulanger. There is no doubt he is going to the Presidency determined to make the office more than a name; whether he will prove more successful than Mr. Casimir-Périer remains to be seen. I think he will.

Altho a well-known public man in France for nearly a quarter of a century, Mr. Poincaré earned an international name just twelve months ago. His great grasp of European politics shown upon the Senate committee on the Franco-German Treaty brought him to the forefront, and indicated him as the statesman to take control of French policy when Mr. Caillaux's Ministry fell last January. His career since then needs not a word. His early life is less well known.

Mr. Poincaré was born in 1860. His father was an inspector of roads and bridges—quite a modest civil appointment, but he was able to send young Raymond Nicholas Landry to a public school, from which he passed to the College at Nancy. He was called to the bar in 1880, and two years later took his degree as Doctor of Laws. Making a specialty of pleading commercial affairs, he was doing very well in the Courts, when his aspirations turned to politics, and he joined the staff of political writers, first on the *Voltaire*, and afterwards on the *République Française*. In 1886 he became principal clerk at the Ministry of Agriculture. The following year saw him elected deputy at the early age of 27, and the "baby" of the Chamber. He proved himself a hard worker, and was appointed secretary of several important commissions, and eventually was charged with the report of the Budget investigations—a sure sign that the young deputy was marked out for office.

And so it proved. He was given the portfolio of Public Instruction in Mr. Dupuy's Cabinet in 1894, then took over the finances, and afterwards returned to his original ministerial post under Mr. Ribot in 1895. Three Cabinet offices in less than two years.

For fifteen years after this, altho he remained in Parliament, his political career attracted no attention. He reached the Senate, it is true, at forty-three, and introduced a form of income tax which a grateful

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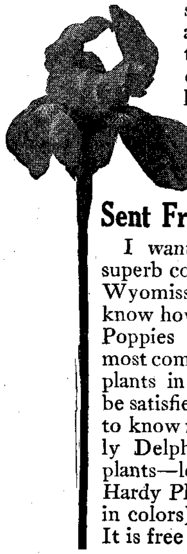
people knows has not yet become law. He has since been elected to the Académie Française. It was not until twelve months ago, when he came out as such a strong critic of the Morocco Treaty, that he made the reputation for himself which, with ability to back it up, has secured his election to the Presidency of the French Republic.

NATIONAL LEAGUE PITCHING "HOPES"

It may be that the National League stars who did most of the pitching last year are in good trim for the coming season, but they will not be depended upon to do all the work. The managers are anxious to add some young blood to their regular staffs. The bosses of the weaker teams want new "finds" to boost them up the ladder, while the first-division teams are each looking for at least one "phenom" to help their veteran hurlers and to be on hand in case of unexpected breakdowns. Even John McGraw, who still has Mathewson, Tesreau, and Marquard on hand, hopes to find a new man for regular service, and is not so sure that the Giants will be as successful this year as they were last season unless he does. At the present time Demaree is looked upon as being the most promising of McGraw's youngsters, but, of course, there is no telling what will happen during the spring training season. Frederick G. Lieb, writing in the New York *Press*, tells about a whole bunch of Giant recruits who are scheduled for try-outs:

> McGraw's scouts rounded up eight young slabsters, and each one will be afforded every opportunity to show whether he possesses major league caliber. Perhaps the five youngsters who will get the most attention are Al Demaree, the Shut-out King from Mobile; Theodore "Goulash" Goulait, a recruit from Indianapolis; La Rue Kirby, formerly of Traverse City, Mich.; Lou Bader, a graduate of the Dallas, Texas, League club, and Ferd Schupp, who earned his spurs with Decatur.
>
> With the exception of Schupp, all these men were with the Giants at the end of last season and saw service on the Giant firing-line. It does not take McGraw long to size up a recruit, and had Demaree, Bader, Kirby, or Goulait failed to impress the Giant chieftain McGraw would not have held them over for a spring training trip.
>
> Demaree is the most likely pitcher of the bunch, and is older than the others. He is 25 years old, and has had a varied career since he began to take up pitching as a profession. He first attracted attention with the Columbus club of the Cotton States League, and was signed by the Highlanders in the fall of 1908, while Kid



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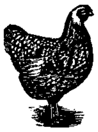

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Elberfeld was manager at the Hilltop. Stallings took Demaree on the Highlanders' 1909 training trip, and later turned him over to Newark. The Indians let him go and he drifted to the South Atlantic League and then to the Southern League.

In the Southern League Demaree pitched for Atlanta, Chattanooga, and Mobile, but did not earn fame until he was signed by the last-named club. His work with the Sea Gulls last season was one of the most remarkable series of shut-outs hung up by a minor league pitcher. He won twenty-four games and lost ten, and half of his victories were shut-outs.

Starting with the first game of the season Demaree pitched thirty-seven innings before a run was scored on him. As he pitched for the weakest hitting team in the Southern League, it was necessary for him to win by small scores, and several of his shut-outs were inflicted on his opponents by scores of 1 to 0.

Demaree also struck out more men than other pitchers in the Southern League last season. Demaree had the distinction of winning the game for the Giants which made them National League champions. His début with the Giants resulted in a shut-out victory over the Braves. Demaree is 5 feet 11 inches tall and weighs 170 pounds.

Teddy Goulait did not make a reputation like the one Demaree brought into the big league with him, but Goulait is a sterling youngster and may prove to be a star under McGraw's guidance. Goulait did not get into enough games with Indianapolis last season to obtain a rating in the American Association's pitching records, but what he did do was of the A-1 class.

Goulait pitched a game against Boston after the pennant was clinched, and held the Hub aggregation to a tie. Goulait is 23 years old, weighs 172 pounds, and is 5 feet 9½ inches tall.

La Rue Kirby joined the Giants last July, and was the regular New York pitcher in the Sunday games in Long Branch. He also got into two National League contests. He finished a game with the Pirates, which had been lost, and won a game from the Braves. Kirby showed he possest the proper fighting spirit in his victory over Boston.

In the opening inning the Braves pummeled Kirby for five runs, Ben Houser thumping a homer into the right-field stand with two men on the trails. In spite of this disastrous start, McGraw kept Kirby on the job, and he allowed no more runs. The Giants won the game by a score of 6 to 5. Kirby was a sensation with the Traverse City club of the Michigan State League last season, and won eighteen out of twenty-one games before the Giants purchased him. Kirby is a righthander, with a good curve and a fair amount of speed. He is 21 years old, weighs 185 pounds, and is six feet tall.

Lou Bader is a Texan, and McGraw was imprest by his ability when the Giants were last in the Lone Star State. Bader joined the team last September, and won a game from the Phillies. His work in this game was the best shown by any of the Giant rookies, with the exception of Demaree. The Phillies frequently got on the bases on this youngster, but he tightened up and only two runs were scored against him. Pitching for Dallas last season, he won sixteen games and lost

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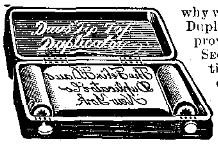

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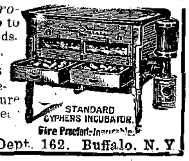

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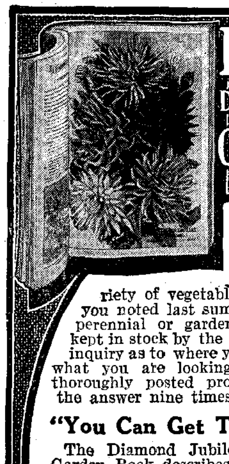
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fourteen. Bader is 24 years old, weighs 175 pounds, and is five feet eleven inches tall.

Ferd Schupp is a newcomer to McGraw's ranks, and not much is known about him except that he made a fine record in the bushes. He is a lefthander, and has the distinction of being the only lefthander in the profession who has a curve that takes an upward hop.

Joe Tinker, the new manager of the Cincinnati Reds, has hired Mordecai Brown to instruct his new men and do relief work at the slab, and is counting on Packard, a Columbus recruit, to help regulars Suggs, Benton, and Fromme. Among the other pitchers who will go with the Reds on the Southern trip are Dahlgren, McManus, Works, and Frost. W. A. Phelon, the Cincinnati *Times-Star's* baseball reporter, goes on to particularize:

Packard impresses the players as likely to make good from the very start and to be less worried over than Benton. Tho not so long in fast company, Packard is older than Benton, shrewder, headier, and better able to take care of himself in sudden field emergencies. Packard can also bat fairly well while Benton can't—a circumstance which gives the Columbus recruit a marked advantage over the Southerner.

Suggs and Fromme, of course, are counted as the backbone of the staff—the steady, sturdy pitchers who will be on the hill with great frequency, and will be relied upon when the real days of trouble come. Hughey Jennings has said that the only mistake he will admit committing was letting Archer get away. How about Suggs, whom he canned, and whose pitching for the last two years has been better than that of anyone remaining in Detroit?

Suggs, tho pursued by the ill luck that troubled most of the Red pitchers, won a fair margin of his games last summer, and ought, with the reconstructed team behind him, to win over .600 per cent. this year. Fromme was even more unfortunate, the demon hoodoo clinging to him with six feet and eleven claws on every foot. Some of Arthur's games were the prettiest imaginable, and showed that he had the class and all-round ability.

Ralph Works, tho discarded by Detroit, pitched one game for the Reds that glittered like a red-headed Irishman at an Italian picnic—a one-hit affair. It is said that Works, in former days, wouldn't live up to his name—his work wasn't specially workish, as it were. Release, the danger of floundering in the minor league tureen, and his lucky rescue by the Reds, have waked Works up, and he declares that he will do some real pitching next summer.

Dahlgren and McManus are heralded as real wonders, pitchers who have every needful quality, and need only preliminary instruction. They will get that from Brown if they want to listen to words of wisdom. The great three-fingered artist signed the Red papers Thursday, and will be ready to make the Southern trip with the rest of the aggregation. He will more than earn his pay by the things he can teach the children, while Tinker and Evers think he will get back into shape to pitch at least 20 or 25 games during the season.

Taken as a concrete fact,—no, no, the "concrete" doesn't refer to the manly

Be First With Ripe Tomatoes

Stokes' Bonny Best Early Tomato leads all in early ripening, quality, and productiveness. It produces perfect fruit until frost.

"Bonny Best *is* the best; ten days ahead of Earliana and far better in looks, flavor and crop," reports Long Island R. R. Experiment Station. "Smoothest, most uniform early red," says Prof. Watts, Pennsylvania State College. "*Best for forcing*," says J. C. Gourley, Ohio Experiment Station.

Bonny Best ripens clear to stem, without crack or roughness, Order now for early planting.

Pkt. 10 cts., oz. 40 cts., ¼ lb. $1.25, lb. $4, Postpaid

Plant Stokes' Seeds at My Expense

I will send five 10-cent packets, credit slip good for 25 cents on your next order, and 1913 catalogue, all for 25 cents. Here is the list:

Tomato, Bonny Best.
Lettuce, Big Boston. Greatest heading kind.
Radish, Scarlet Globe. Ready in twenty days.
Asters, Stokes' Standard. Biggest, many colors.
Pansies, Stokes' Standard. Finest French blend.

Mail 25 cts. at my risk and get seeds, credit slip and catalog. Catalog alone, FREE on request.

WALTER P. STOKES, Dept. 136, 219 Market St., Philadelphia, Pa.

NASTURTIUMS

bloom for everybody. They grow well in poorest soil, bloom all season, require little petting. Our new Giant Flowering Sorts never disappoint.

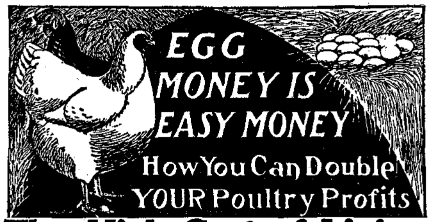
For 10c We will send 5 large packets all different colors.

SWEET PEAS

are everybody's favorite. We will send 5 Packets, different sorts and colors **For 10c**

FREE: Our beautiful 130-page catalogue. Contains hundreds of pictures from photographs, colored plate and many helpful cultural directions. Offers quality seeds, bulbs, plants, etc. Write for *your* free copy today.

LIVINGSTON SEED CO.
414 High St., Columbus, Ohio


EGG MONEY IS EASY MONEY
How You Can Double YOUR Poultry Profits

The High Cost of Living

does not worry those who have a few laying hens, for the reason that they can produce **eggs at 20c per dozen** in winter and sell them at 65c. Learn how to pick out the laying hens from the drones, and other valuable facts regarding egg production by learning the **Potter Secret.**

American Poultry Journal

the one great poultry paper of America, endorses this system. American Poultry Journal is the oldest, largest and best. Published monthly; contains from 80 to 252 pages; profusely illustrated. **Full page illustrations of prize winning birds in colors** the talk of poultrydom.

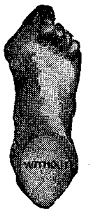
$1.50 buys a copy of the Potter Book (cloth bound) and American Poultry Journal one year. Canadian subscribers add 25c for postage; foreign 50c.

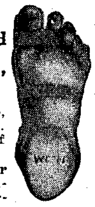
Get a copy of American Poultry Journal from your newsdealer today, 10c, or send 25c for a 3-months trial subscription and copy of book "Profitable Poultry Pointers."

American Poultry Journal Pub. Co., 550F So. Dearborn St., Chicago, Ill.

Poultry Paper 44-124 page periodical, up to date; tells all you want to know about care and management of poultry for pleasure or profit; *four months for 10 cents.*
Poultry Advocate, Dept. 76, Syracuse, N. Y.

Tell Me Your Foot Troubles





It will ease your **Mind;**
I will ease your **Feet.**
Enlarged Joints Reduced and Toes Straightened by
ACHFELDT'S (Patented) "Perfection" TOE SPRING

Worn at night without inconvenience, *with auxiliary appliances for day use.* Sent on approval. Money refunded if not as represented.

Use My Improved Instep Arch Supporter for "Flat Foot" and broken-down instep. Send outline of foot. Full particulars and advice free in plain sealed envelope.

M. ACHFELDT, Foot Specialist
Room 125, 163 West 23d Street, NEW YORK

skulls involved—the Red pitching staff can't be as bad as it was in 1912, will surely be 30 per cent. better, and may even rise to the high plane of championship quality.

Christy Mathewson, writing in the New York *American*, says the Chicago Cubs are weak in the pitching department, but he believes they will have as good a staff as they had last year. "Matty" thinks the success of the team depends upon "Johnny" Evers, who was elevated to Frank Chance's old job as manager. He seems to fear the Pittsburg Pirates most:

> The Pirates are the boys that the Giants will have to fear this year, whether they get Konetchy or not, and that deal with St. Louis is not off altogether yet. There is still a good chance of its going through. With the club as it stood last year, they are a very strong aggregation, and two of the star pitchers, O'Toole and Hendrix, will be better with the year's seasoning. Each one was inclined to be wild last summer.
>
> Pittsburg has the greatest pitching staff of any club in the league—Camnitz, O'Toole, and Hendrix all being stars. Most managers cry for one great twirler around whom to build a staff, and Clarke has three. That alone gives him the edge in the race. To show the attitude of managers toward a pitching staff with one star boxman on it I frequently heard Clark Griffith, when he was in Cincinnati, say, "Give me just one airtight pitcher and I will win a pennant."

CONQUERING THE HIMALAYA MATTERHORN

OF all the picturesque Himalayan peaks Mount Kolahoi is said to be the most striking. Visible from many parts of the Valley of Kashmir, it towers above the intervening ranges as a pointed peak of perfect beauty, says E. F. Neve, who, with a small party, recently ascended to its summit and now writes in the London *Graphic* about the trip. Kolahoi is said to resemble very much Switzerland's most famous peak, and is often called the Kashmir Matterhorn. It is 16,000 feet high. Says Mr. Neve:

> The approaches to Mount Kolahoi are most impressive. At the junction of two foaming mountain torrents—the Lidar and the Tanin streams—is the picturesque pine-clad camping ground of Pahlgam, 7,300 feet above sea-level. The Kolahoi *massif* lies between these two rivers, one of which, the Lidar, rises from the north glacier. From Pahlgam the top of the southeastern peak can be seen—a snowy summit split by a deep central ravine. Our route from Pahlgam lies up a steep grassy slope for 4,000 feet. The ground is carpeted with wild strawberries and "close bit" thyme, and the air fragrant from countless labiate herbs. The hillside is lighted up by the tall cream-colored spikes of the elegant *eremurus*. We pass through primitive little encampments of nomad herdsmen picturesquely attired in blue and red, with massive silver ornaments. As we ascend, the air becomes cool and

Used by
Architectural Draftsmen
Engineers and Surveyors
Contractors and Builders
Plumbers and Steamfitters
Artists and Engravers
Furniture and Woodworkers
Public Service Corporations
Government Departments
Clothing Designers
Tailors
Railroads
Machine Shops

The Big Brother of The Letter File

This cabinet—holding 1000 big prints flat as a letter—takes up no more floor space than a letter file (3¾ sq. ft.). It holds all the drawings, blue prints, sketches, photographs and other big flat things that must be kept somewhere in every large office. This big, handsome, handy,

"Y and E" Mammoth Vertical File

for Blue Prints, Drawings, Maps—

will keep all your drawings clean, smooth, unfolded, untorn and absolutely get-at-able. There's an index in the top of the cabinet, so you can see in an instant which of the strong manila folders holds the drawing you want. These folders have wooden tops for strength and ease of handling. The front of the cabinet lifts up to form a handy table on which to examine the drawings. The cabinet is air-tight and dust-proof, and is made in two sizes—for drawings 40 x 36 or 44 x 30—at moderate cost.

Used for
Blue Prints
Photos
Drawings
Tracings
Maps
Charts
Patterns
Plans
Train Sheets
Samples

Cabinet holds 1000 prints all flat

Write for Booklet

A booklet—"The Proper Place—for Blue Prints and Drawings" tells much more about this "Y and E" File. The booklet will be sent Free to you if you request it on your business letterhead.

YAWMAN AND ERBE MFG. CO. 234 St. Paul Street, Rochester, N. Y.
In Canada, The Office Specialty Mfg. Co., Toronto
World's Largest Makers of First Quality Filing Systems and Business Equipment
Branches, Dealers and Agencies in over 1200 Cities

The Man Who Would Govern Others Must First Learn to Govern Himself—These 3 Books a Proved Help in Learning One of Nature's Most Needful Lessons

JULES PAYOT'S
"Education of the Will"

translated into English from the 30th French edition, cannot but assist in the improvement of any man who reads and meditates upon it.

"There is only one cause of almost all our failures, and nearly all our misfortunes," says Payot in the opening paragraph. "This is the weakness of our will—a universal laziness—which is to human nature as gravity is to matter."

This book gets right down to brass tacks. It is no academic discussion of the power of the will but a *prescription for the attainment of self-mastery* which mankind in general urgently needs at the present moment.

Substantial cloth binding, 424 pp., price $1.50, postage 10c.

DR. PAUL DUBOIS'
"Education of Self"
(formerly published as "Self Control")

is another strong "Mental How-to" book written in simple, every-day language, for the man and woman desirous of self-improvement. It should be read by all those, irrespective of age or condition in life, who wish to escape from neurasthenia, or who want to cure themselves of the "worry-habit."

"*It is so delightfully personal* that it inspires you with a desire to begin your own training at once," says Elizabeth Atwood in the N. Y. EVENING MAIL.

Substantial cloth binding, 337 pp., price $1.50 net, postage 10c.

Charles Brodie Patterson's
"Dominion and Power"

has sold steadily for nine years—good proof of its value. The *seventh edition*, just issued, contains seven entirely new chapters. The author defines his purpose as "to call into conscious existence latent powers of being that are resident in the soul of 'every man that cometh into the world.'" He is buoyantly optimistic throughout, and decidedly helpful to courageous and wholesome living. The book shows the *strong man* at work in life, cheering others, blessing right and left, succeeding and "getting on."

Do you doubt the inspiring influence of such a book in *Your Life?*

Substantial cloth binding, 297 pp., uncut leaves, price $1.20, postage 12c.

FUNK & WAGNALLS COMPANY, Publishers, 44-60 East 23rd Street, NEW YORK

A Great Advertising Medium

is one that offers its readers the widest possible choice of the world's merchandise; one that serves all worthy manufacturers, and puts before its readers the competitive claims of many.

¶ The greater the number of manufacturers who find THE LITERARY DIGEST market a profitable one, the better do we serve both reader and advertiser.

¶ You will be interested in the record shown below of the number of customers using the four publications carrying the greatest amount of advertising. The size of a page varies so that it is confusing to give the number of pages or the "number of lines" carried. A better test is the number of customers, and here are the figures:

Separate Display Advertisements Entire Year 1912 and 1911

	(1) S. E. Post	(2) Literary Digest	(3) Cosmopolitan	(4) Collier's
Entire Year 1912	**7,002**	**4,722**	**4,051**	**3,684**
" " 1911	**7,694**	**4,642**	**3,030**	**4,241**

¶ To include departments of advertising not carried by all publications we feel would be unfair. The above comparison therefore includes only general display advertising which every publication carries. No count is made of schools, classified, narrow column travel, etc. Including these THE DIGEST printed in 1912, 7,782 separate advertisements and its position as the second publication would remain the same.

¶ Some advertisers are customers but once a year, others once a month, and a very few once a week. Whether the reader whom the manufacturer serves, or the advertiser whom we serve, avail themselves of the service once a year or once a week, they are customers each time they buy.

¶ The necessities of 265,000 families at home and in the office are many. The advertisers listed below found profitable customers among THE DIGEST'S 265,000 families, and it is admitted by those who study advertising media that nowhere in the world has been gathered together a unit wherein the purchasing power per family can be said to exceed that of THE LITERARY DIGEST family.

Separate Advertisements Appearing in The Literary Digest During 1912

514	**Automobile and Accessories**	**184**	**Miscellaneous**
262	**Banking, Insurance, and Investment**	**49**	**Musical Instruments**
233	**Building and Construction**	**426**	**Office Equipment**
36	**Cameras and Supplies**	**211**	**Poultry, Incubators, Garden Implements, and Seeds**
940	**Classified**	**425**	**Publishers**
1,601	**Educational**	**68**	**Razors, Strops, etc.**
320	**Food Products**	**152**	**Sporting Goods**
96	**Health Promotion**	**119**	**Kennel Announcements**
290	**House Furnishings**	**130**	**Toilet Articles**
127	**Household Supplies**	**1,125**	**Travel and Resort**
89	**Jewelry, Silverware, etc.**	**269**	**Wearing Apparel**
212	**Real Estate**	**90**	**Cigars and Tobacco**

¶ The above total shows THE DIGEST'S patronage in 22 different branches of advertising.

¶ If you are interested in any of these lines of publicity or in any other department of publicity, we are prepared to give you specific data, and information regarding THE DIGEST'S experience and value.

¶ Certain publications are known for their versatility—they will "pay on anything." We can justly claim to be such a publication.

The Literary Digest

crisp, and we begin to see Alpine flowers—several varieties of *primula* and little tufts of the fascinating deep blue *gentiana carinata*. Then we cross patches of snow, and for the time finish our climb.

From the top of the pass (11,668 feet) the outlook is very grand. In front, its southern aspect boldly facing us, stands Mount Kolahoi, with its glacier-worn knolls piled one above another and surmounted by dazzling snow-fields, from which the peak rears its head. At our feet lies a ravine, and into this we descend for 1,000 feet, and follow up a mountain torrent. Our path lies over steep moraine boulders, scattered about between which the exquisite blue poppy (*Meconopsis aculeata*) may often be found. Colonies of marmots occupy the rock-strewn slopes on either side, and their sentries pipe out a shrill warning as we pass. The ground is carpeted with edelweiss, purple astragalus, and clumps of brilliant golden flowers. We soon reach the top of the Har Nag pass (12,700 feet). Down below us, on the other side, lies a frozen lake, fissured by crevasses. We place our camp just beyond the lake, on a green slope from which the snow has recently melted. In the afternoon it snows steadily for five hours, and a pure white mantle covers all around.

Our object now is to get as near as possible to the peak, in order to have a whole day available for the final ascent. So we climb 2,000 feet, and pitch our small mountain tents on a little terrace among the rocks above the level of the ice cliffs and crevasses of the eastern glacier, the flank of which we have now turned. From our commanding position we look down on the mountain slopes, and sometimes large game may be seen—two ibex leisurely walking along a snow-field, a panic-stricken musk-deer bounding down the hill in great leaps, or a pine-marten, prince of poachers.

The following day, taking our whole camp, we cross a snow slope, cut our way up a steep icefall, making the steps deep and true for our laden porters, and, gradually ascending on the snow for 600 yards, we find ourselves on the top of the Kolahoi *névé*. Here we plant our base-camp in a deep snow hollow. Next day, with twelve coolies very lightly laden, we cross the snow-field for a mile to the peak which lies in front of us, rising precipitously 3,000 feet, and looking very formidable. On our left are cliffs of blue ice nearly 200 feet high, with colossal icicles. We seem to be in a fairy-land:

> "And far on high, the keen sky-cleaving mountains
> From icy spires of sunlight radiance fling
> The dawn . . ."

We climb laboriously a thousand feet up the peak and place our little sixteen-pound Whymper tent on a rocky ledge, where it takes eight men about an hour to hew the snow and ice and level a sufficient space.

The view from this point was sublime. The great snow-field lay at our feet, a thousand feet beneath. And facing us was the southeastern peak, with dark cliffs resting on an abrupt snow slope, across which lay a wavy line of *Bergschrund*. To the east and south there was a sea of mountain peaks—wave upon wave—with high snow-crested points. Among these the most conspicuous was Nun Kun, with its snow plateau and mighty peak over 23,000 feet in height.

The stars were still shining when we started next morning. Never shall I forget the first approach of dawn: the pale primrose glimmer in the east gradually warming in tint, the exquisite heliotrope of the sky above, the glorious rosy land forming above the mountain sea, the brilliant lighting up of the higher peaks, the rich orange red flooding the snow-fields, and then the coming forth of the sun in all its effulgence and power.

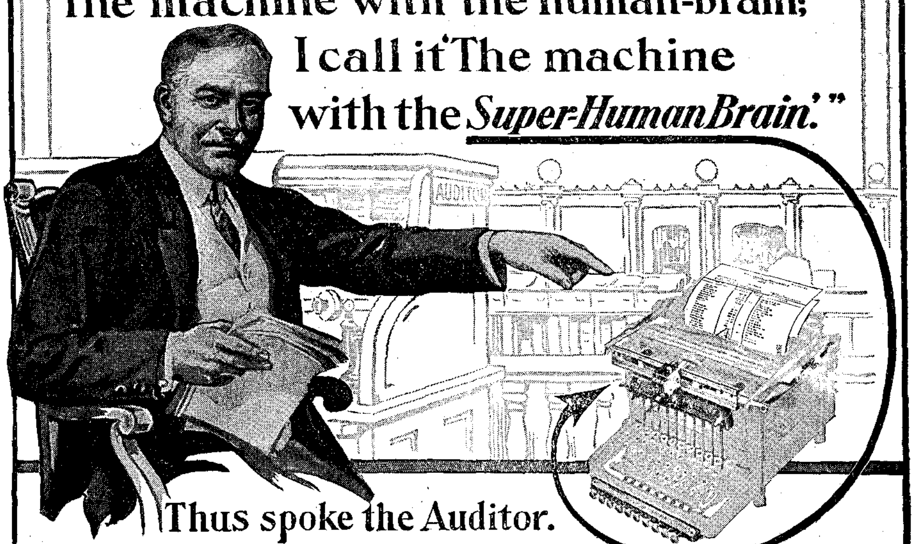
For five hours they toiled up a steep rib, climbing from ledge to ledge and crossing many seemingly bottomless fissures. Frequently they encountered snow slopes which requires step-cutting. And added to all these perils were many detached rocks which needed just a little shove with hand or foot to send them tumbling down. Mr. Neve concludes:

At 9:30 A.M. we emerged on the eastern *arête*. This forms the jagged edge, seen on the sky-line, leading up to the summit of the peak on the east side. At this point there is a little gully, about twenty feet high, which we had to ascend from a snow cornice, the edge of which overhung the abyss. Here there is a drop of more than 4,000 feet to the glacier below. I had rather a narrow escape at this corner. In descending I loosened and dislodged an enormous mass of rock, which fell past me, ripping my clothes. By flattening myself against the wall I just escaped it.

From here to the summit is about 300 yards, and perhaps not more than 300 or 400 feet of actual ascent. And yet the difficulty of climbing along the edge was so great that this short distance took us nearly four and a half hours. We were, of course, roped. Three of our party anchored themselves firmly, and one moved cautiously forward, and in turn moored himself; and thus one by one the others advanced. There was plenty of variety in the climb and some sensationalism. Sometimes we were walking on the actual edge, where the overhanging snow cornice joined the sharp and serrated margin of the ridge. Where the rocks were actually overhanging, it was necessary to make our way a few feet below the crest, but we were still able to peer over and see the glacier thousands of feet below. At one point we came to a pinnacle of rock about thirty feet in height, with a slight list over the precipice. This looked as if it might block our way and drive us off the ridge. But we were able to climb right over it.

At last we reached the final snowy cap, heavily corniced on the north and west, and by two o'clock we were standing on the summit. What a prospect lay before us! To the north the lines of snowy peaks were bounded by the glorious ridge which culminates in the mighty Nanga Parbat Peak, 26,629 feet in height. To the east the Kistiwar Brahma peaks and Nun Kun were fascinatingly beautiful. We looked right over the intervening summits to the far-flung white line of the Pir Panjal range, with its Tatticooti and Sunset peaks. All round us were thousands of square miles of snow, the troughs and billowy crests of which were like a boundless ocean with crystalline waves of dazzling whiteness, forever frozen and immovable.

"I hear it called —
'The machine with the human-brain;'
I call it 'The machine
with the *Super-Human Brain*.'"


Thus spoke the Auditor.

He was speaking of the

Remington
Adding and Subtracting
Typewriter
(Wahl Adding Mechanism)

This machine does something that only the brain, directing the hand, has hitherto been able to do—that is, *write and add (or subtract) on the same page.*

But this is not all. It does such work *more easily, more rapidly,* and *more accurately* than the human brain has ever performed similar labor.

Thus the machine is *human* in what it does and *super-human* in the way it does it.

Illustrated booklet sent on request

Remington Typewriter Company
(Incorporated)
325-331 Broadway, New York
Branches Everywhere

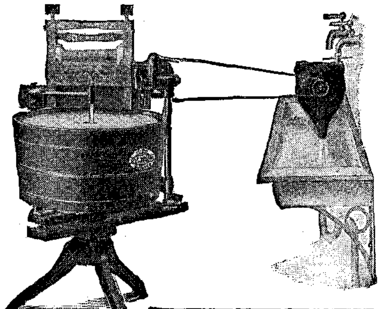
2c a Week Pays Wash Bill!
Write for FREE Book
Electricity or Water-Power Does the Work

Just a "Twist of the Wrist" Starts or Stops the Machine!

The 1900 Motor Washers are now at work in thousands of homes. They are doing the work formerly done by women, **at a cost of 2 cents a week for power.** Saving thousands upon thousands of dollars in wash bills. Saving worlds of wash-day troubles. Leaving the women free to do other work while the machines are doing the washing.

The 1900 Motor Washer
Washes a Tubful in Six Minutes!
Handles Heavy Blankets or Dainty Laces.

The outfit consists of the famous 1900 Washer with either Electric Motor or Water Motor. You turn on the power as easily as you turn on the light, and back and forth goes the tub, washing the clothes for dear life. And it's all so simple and easy that overseeing its **work** is mere child's play.

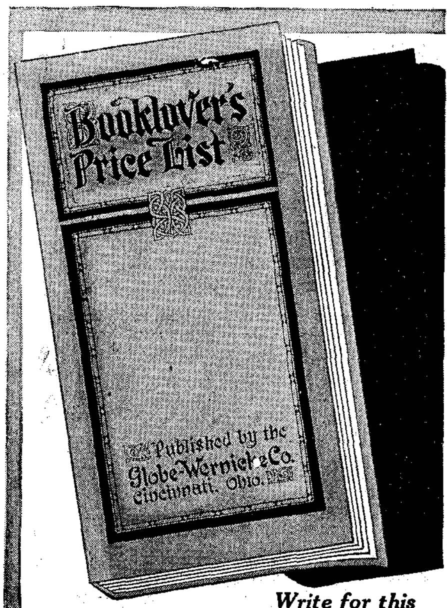

1900 Water Motor Washer
Can be connected with any water tap instantly

A Self-Working Wringer
Free With Every Washer

1900 Electric Motor Washer
Can be connected with any ordinary Electric Light Fixture

The motor runs Washer and Wringer. We guarantee the perfect working of both. No extra charge for Wringer, which is one of the finest made. **WRITE FOR FREE BOOK and 30 Days' FREE TRIAL OFFER!** Don't doubt! Don't say it can't be done. The free book **proves** that it **can.** But we do not ask you to take our word for it. We offer to send a 1900 Motor Washer on absolute Free **Trial** for an entire **month** to any responsible person. Not a cent of **security**—nor a promise to **buy.** Just your word that you will give it a test. We even agree to **pay the freight,** and will take it back if it fails to do all we claim for it. A postal card with your name and address sent to us **today** will bring **you** the book free by **return mail.**

All correspondence should be addressed to **1900 WASHER CO., 6012 Court St., Binghamton, N.Y.** Or, if you live in Canada, write to the Canadian Washer Co., 355 Yonge St., Toronto, Can.

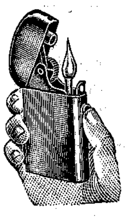


Write for this

Booklover's Shopping List

EVERY book-buyer will be interested in this helpful book. It contains a carefully compiled list of the works of great authors and gives the prices at which they are sold in sets by various bookstores. It lists the low-priced popular sets as well as the De Luxe Editions Sent free with the Globe Wernicke Catalog. Address Dept. V,

The Globe-Wernicke Co., Cincinnati
Makers of
Globe-Wernicke
Sectional Bookcases



AGENTS SOMETHING NEW

Selling the newly patented Brandt Cigar Lighter. Is operated with one hand, Gives an instantaneous light, every time the button is pressed. No electricity, no battery, no wires, non-explosive. Strikes a light without the aid of matches. Lights your pipe, cigar, cigarette, gas jet, whenever and wherever it is wanted. Works with one hand and never fails. Something new! Big demand. Everyone wants one. Write quick for wholesale terms and prices.

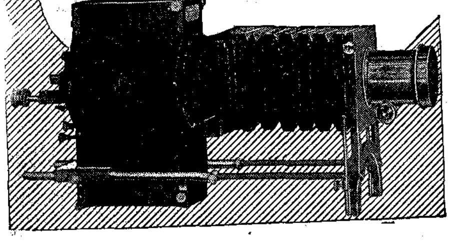
D. BRANDT LIGHTER CO.
42 Hudson St., New York City

Bausch and Lomb Balopticon

This perfect Stereopticon projects brilliant, sharply defined pictures from ordinary lantern slides, or from slides made from your own photographic negatives. *Scientifically accurate* and *optically right—simple in operation—made to last a lifetime.* For sale by dealers.

Send today for Circular 83 D. It tells you why the Balopticon is the most popular stereopticon for churches, schools or homes.

Bausch & Lomb Optical Co.
NEW YORK WASHINGTON CHICAGO SAN FRANCISCO
LONDON ROCHESTER, N.Y. FRANKFORT



THE HOTSPUR OF VIENNA

GEN. CONRAD VON HOETZENDORF, Chief of Staff of the Austrian Army, who was recently restored to his place after a year's retirement, is said to be the most talented, impetuous, impolitic, and adorable soldier the world has known in a generation. His admirers say that he is the one real fighting general of Continental Europe. He is a man of great military genius, and has the energy to carry out the schemes his active mind invents. His fall a year ago was the result of a struggle with Count Aloys von Aehrenthal, who was supported by the diplomatists because of Hoetzendorf's rashness of temperament. The Berlin correspondent of the Manchester (Eng.) *Dispatch* gives us this glimpse of his career and his personal characteristics:

> Conrad von Hoetzendorf is the one soldier-general in Europe. Europe has hundreds of strategists, military administrators, and writers of military treatises; but in Conrad it has also a soldier. Conrad firmly believes that the use of an army and the vocation of a soldier are both fighting; that an army should be administered only from the fighting point of view, and that the army that fights hardest and takes the most desperate risk in a gay, adventurous spirit is certain to win. It is the Nogi spirit as against the book-soldier Kuropatkin spirit. And it made Conrad the darling of Austria's Army, which has, in the past, suffered badly from accomplished hesitators.
>
> Conrad quarreled with Aehrenthal, and with Aehrenthal's backer, Count Khuen Hedervary, because he believed in preparing for war with Italy and they did not. And, now that he is back at his post, his only conceivable function is to prepare for war.
>
> Conrad von Hoetzendorf is famous in Austria as friend and creature of the militant Archduke Franz Ferdinand. This fame belies him. He would have come to the top under any conditions—especially under war conditions. But the Archduke discovered him. Before the Archduke made the discovery Conrad had merely a local fame with his regiment, with his brigade, with his division. He was born fifty years ago as son of a good soldier, and he rose by his own talents to be commander of the Eighth Infantry Division, which is stationed at Innsbruck. The Eighth Division worshiped him, and showed its worship in the nickname "Der liebenswuerdige Schinder"—the kindly hangman—a nickname which admirably exprest the General's chivalrous character, but fierce, martinet exactions. Beyond that people knew only that the brilliant General had written three books upon tactics, and that these books mainly reiterated the good counsel to army officers not to read books about tactics, but to prepare to fight battles.
>
> Franz Ferdinand discovered Conrad during the South Tyrol maneuvers. These maneuvers are held with the invariable aim of testing the South Tyrol defenses against an Italian raid. The almost unknown Hoetzendorf here developed the relentless energy and daring leadership of

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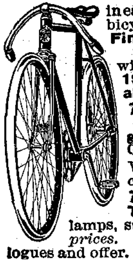

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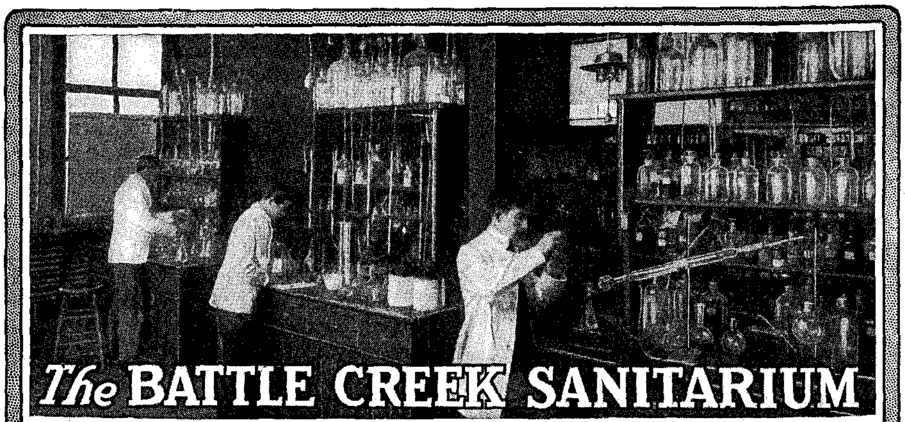
a Napoleon. He sent his battalions to scale precipices which the wisest guide-books declared unscalable; drove them over "impracticable" passes; and got them to turn up everywhere except where they were expected. The exhausted soldiers swore at their hard lot, but worked like blacks for their adored "kindly hangman"; and the "kindly hangman," who worked and swore harder than any one, kissed his officers and men in joy at their achievements. In those days gentlemanly old Baron von Beck was Chief of Staff. He was horrified at seeing war made in this original way; and he did not conceal his displeasure with the lightning Conrad.

After the maneuvers Archduke Franz Ferdinand intervened. He had witnessed Conrad's terrific way of practising for war and witnessed also Beck's horror. He got rid of Beck, tho it cost several angry interviews at Schoenbrunn before the aged Kaiser consented.

When Conrad took hold of the Army six years ago he began precisely as might have been expected. Whereas Beck had taught the Army that it was intended for peace, the new whirlwind leader began training it for war. He was sure war with Italy would come, and believed Austria would win if she only attacked. One of the notable things he did was to write inspired articles for the press firmly combating the tradition that Austria's Army was essentially a defensive one and unfit for attack. We read on:

"Attack! Attack! Attack!" was Conrad's watchword, and he began to reform radically the tactics of the Army and to drive into every young officer's head that war is a glorious thing, and a successful and profitable thing. if only one does the right thing and attacks the first.

Thereafter Conrad set himself preparing for the inevitable—so he called it—conflict with Italy. In two years he spent £6,000,000 in special preparations. His first act was to increase the Tyrol garrison, so that Austria might have near Italy's frontier, in case of war, the nucleus of a large attacking army. And since "Even in peace, secrecy" is one of Conrad's watchwords this increase was long kept out of the newspapers. Nominally, the Tyrol garrison consisted of the Graz and Innsbruck corps. General Conrad rushed down two other army corps, organized in separate divisions. He designed to appoint a special commander-in-chief over the whole force of four army corps. This was equivalent to putting the whole Tyrol force on a war footing, because as long as the army is on a peace footing a corps commander takes no order from any one except the general staff. The proposed new command was a war command, and Conrad meant that the four corps should be a homogeneous, independent force, ready to be sent across Italy's frontier the moment—if not before—war was declared. This militant plan was, from a purely war point of view beyond criticism. But its bellicose flavor caused suspicion at Rome, and when considered from a diplomatic point of view it lost its merits. It was never carried out, and was one of the main causes why Aehrenthal got rid of Conrad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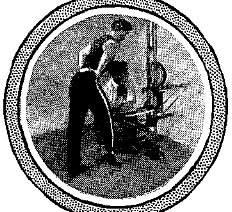
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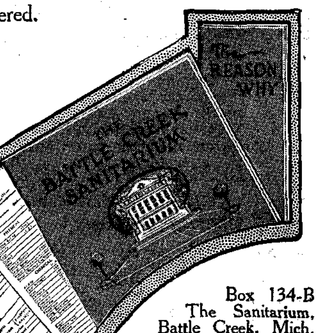

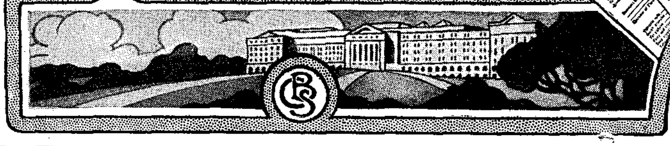

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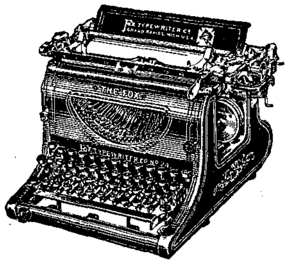

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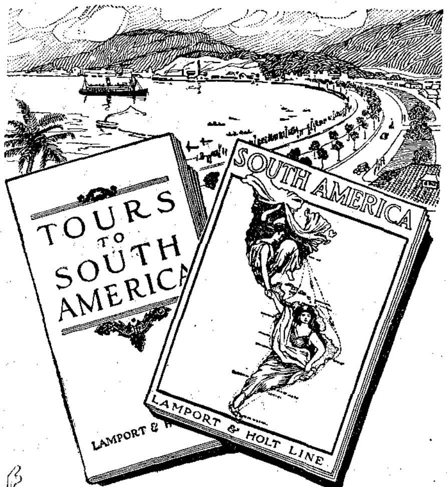

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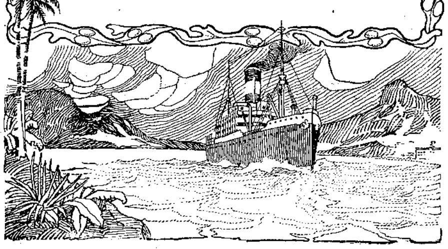

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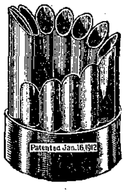

as a too risky genius for an empire in Austria's delicate international position.

While preparing thus to attack Italy, Conrad took measures against Italian retaliation. He fortified the whole projecting part of South Tyrol. The risk to Austria was of an Italian flank attack between the Venetian and the Bergamaskar Alps. Conrad closed up all the valleys with forts. Guided by his own precept that there is no valley or pass so difficult that an energetic soldier can not march over it, he put steel-armored batteries on almost inaccessible slopes. Every road and path is now sweepable by quick-firing and machine guns; and there are powerful guns which can fire at abnormally high angles and drive the Italians from the higher passes. Armored towers which revolve, rising and falling searchlights, underground telegraphs, and the latest appliances for optical and acoustic signaling are everywhere. Six groups of fortifications now cover the frontier between Tagliamento and the Adriatic and fortifications west of the Adige.

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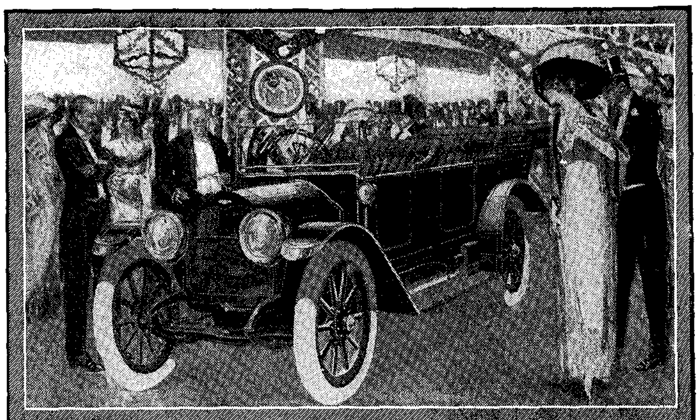

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Thought of It.—For a thing that springs mostly from badly digested misinformation, public sentiment is amazingly often right. —*Puck.*

Volunteer Aid.—"James, there's a burglar downstairs. I'm going for help."

"Wait a minute. I'll go with you."—*Harper's Magazine.*

No Loss.—Blobbs—"Do you think the death of old Closefist will be a loss to the community?"

Slobbs—"Well, I understand the loss is fully covered by insurance."—*Philadelphia Record.*

A Revenue Measure.—"There haven't been any automobiles violating the speed limits for more than a week," said the constable. "What'll we do?"

"Arrange to lower the speed limit," replied the sheriff.—*Washington Star.*

Only Once.—"Father, did mother accept you the first time you proposed to her?"

"Yes, my dear; but since then any proposal that I have ever made she has scornfully rejected."—*Detroit Free Press.*

A Hint.—Mrs. Youngwedd (shopping)—"Look at this new stove with the glass door in the oven. Wonder what it's made of glass for?"

Youngwedd—"It's to make the bread lighter, I suppose."—*Boston Transcript.*

Protecting Her.—"You ate all of your own cake and Mabel's, too, Tommie?" said the mother.

"Yes'm," replied Tommie.

"You'll be sick, child."

"Well, mother, you see if anybody was going to be sick I didn't want it to be Mabel."—*Yonkers Statesman.*

No Mourner Left.—"I ate a worm," said the little tot in the kindergarten.

The teacher, thinking that perhaps the child had really done such a thing, protested warmly over the undesirability of the proceeding. "Why, just think," she said, as a final argument, "how badly the mamma worm felt to have her little baby eaten up."

"I ate she's mamma, too," was the triumphant rejoinder that proved too much for the teacher.—*Harper's Magazine.*

Nolle Prossed.—Rastus had caught Sambo red-handed.

"Ah'm gwine hab yo' arrested foh stealin' mah chickens, yo' Sambo Washin'ton—dat's jess what ah'm gwine to do," said Rastus.

"'Go ahead, niggah," retorted Sambo. "Go ahead and hab me arrested. Ah'll mek yo' prove whar yo' got dem chickens yo'seff!"—*Harper's Weekly.*

Placing Daniel.—"Who was Webster?" asked a member of the school board. "A statesman," said one boy. "An orator," said another. "But what is a statesman?" asked the captain. "A man who goes around making speeches," answered a small boy. "That's not just exactly right," said the gentleman, smiling. "Now, I go around making speeches once in a while, but I'm not a statesman at all." "I know," spoke up a bright little fellow. "It's a man who goes around making *good* speeches."—*Christian Register.*

In Practise.—Tight Wad—"If you lost me you'd have to beg for money."

His Wife—"Well, it would come natural."—*Judge.*

Conditional.—"I don't object to a man tellin' all he knows," said Uncle Eben, "if he sure-enough an' honestly knows all he tells."—*Washington Star.*

Depends.—"Don't you think it would be a good thing if our legislators were limited to one term?"

"It would depend on where the term was to be served."—*Chicago Record-Herald.*

Ambitious.—"Why don't you make Johnny wash his hands once in a while?"

"They are taking finger prints at his school," answered the wife, "and you know how the child loves to excel."—*Kansas City Journal.*

His Tactics.—Grand Vizier—"Your Majesty, the cream of our army has been whipt, and is now freezing. What would you advise?"

Sultan—"Add a few cherries and serve."—*Puck.*

Guessing.—A lady was looking for her husband, and inquired anxiously of the housemaid: "Do you happen to know anything of your master's whereabouts?"

"I am not sure, mum," replied the careful domestic, "but *I* think they are in the wash."—*Harper's Magazine.*

Medical Note.—Doctor (to patient)—"You've had a pretty close call. It's only your strong constitution that pulled you through."

Patient—"Well, doctor, remember that when you make out your bill."—*Boston Transcript.*

Deposed.—First Militant Suffragette—"I thought Mrs. Ruffhaus was going to be grand marshal of the parade."

Second Militant Suffragette—"She was; but the arrangement committee objected when she wanted to use a side saddle."—*Judge.*

Right at First.—Baker—"I was out in Blakeley's motor last week. He has everything in it, even a pedometer."

Barker—"You mean speedometer, old man. A pedometer is an instrument for measuring how far you walk."

Baker—"All right; I'll stick to pedometer."—*Sacred Heart Review.*

Balkan War Song

Hurrah, hurrah, we'll sing the jubilee,
Hurrah, hurrah, the flag that sets us free;
So we'll sing the chorus from Zxcnkqvipf
to the sea,
While we go marching through Skylpogwofnifzixmifqobjifpof.
—*Cincinnati Enquirer.*

Journalism. — Editor — "This stuff won't do for a 'filler.'"

New Assistant—"It's good dope; some of Solomon's proverbs."

Editor—"Bah! Nobody ever heard of him. Tell you what we can do, tho. Head it 'Business Epigrams of J. P. Morgan,' and we'll run it on the front page."—*Puck.*

Classified Columns

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"What of it?"

"Well, he claims that, there being no mention of him in the Old Testament, there can not be a devil."

"That's no proof. The Old Testament does not mention the Illinois legislature, but there is one."—*Chicago Record-Herald.*

No Relation. — "Pa, who is Mrs. Grundy?"

"She is an old lady who is always supposed to belong to some other man's family."—*Chicago Record-Herald.*

CURRENT EVENTS

Foreign

January 27.—The Speaker of the House of Commons rules out the Woman Suffrage Bill because of changes made in its text since the first reading, and suffragette riots follow.

King Alfonso of Spain sends his personal greetings to President-elect Wilson.

January 29.—The Bulgarians announce that they will resume war against Turkey.

January 30.—The Balkan Allies officially declare the armistice at an end.

Gen. Inez Salazar, Orozco's lieutenant, is elected Commander-in-chief of a new revolution in Mexico.

The British House of Lords rejects the Home Rule Bill.

Domestic

WASHINGTON

January 24.—The Democratic Senators in caucus reaffirm their determination not to confirm any of President Taft's nominations except the Army, Navy, and diplomatic appointments.

January 25.—The conference report on the Burnett-Dillingham Immigration Bill, which prescribes a reading test, is adopted by the House.

January 27.—The Supreme Court affirms the case against Charles R. Heike, formerly secretary of the American Sugar Refining Company, who was sentenced to eight months' imprisonment for participation in weighing frauds.

January 28.—The House passes the Rivers and Harbors Bill, carrying $40,800,000.

January 29.—A Government report says farm animals increased about 10 per cent. in 1912.

January 31.—The Immigration Bill is passed by the House.

GENERAL

January 24.—Evansville, Cairo, and Memphis dispatches say suffering and loss of property continue as a result of the Ohio and Mississippi river floods.

W. R. Webb, Democrat, is elected Senator from Tennessee.

January 27.—Governor Sulzer, in a special message to the New York Legislature, urges the enactment of drastic laws regulating the Stock Exchange.

January 28.—William Hughes, Democrat, is elected Senator from New Jersey.

Congressman Morris Sheppard is elected Senator from Texas.

Senator B. R. Tillman of South Carolina is reelected.

Senator A. B. Fall, Republican, of New Mexico, is reelected.

The Minnesota Senate defeats a resolution providing for a popular vote on a woman suffrage constitutional amendment.

W. M. Kavanaugh, Democrat, is elected Senator from Arkansas.

Key Pittman, Democrat, is elected Senator from Nevada.

Senator Francis E. Warren of Wyoming is reelected.

W. H. Thompson, Democrat, is elected Senator from Kansas.

James Thorpe, winner of the athletic championship of the world at the Olympic games last summer, admits having played professional baseball.

January 29.—Williard Saulsbury, Democrat, is elected Senator from Delaware.

January 30.—An equal suffrage amendment resolution is adopted finally by the Nevada Legislature.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"C. G. B.," New York, N. Y.—"Is *thusly* an English word? If it has become a colloquialism, is it correct to use it in an every-day business letter?"

The STANDARD DICTIONARY defines *thusly* as an adverb meaning "in this manner," but characterizes the word as humorous. It is out of place in a business letter.

"W.," Fort Wayne, Ind.—The sentence you submit is colloquial English. It is a class of sentence that suggests anxiety on the part of the speaker to emphasize a thought, but the words chosen to do so weaken the force of the sentence. The use of the double superlative should be avoided.

"G. L.," New York, N. Y.—The rule that governs the point you raise is that a comma should be placed after each *but the last* of a series of words or phrases, each of which has the same connection with what follows. Therefore, B is right. As punctuated the sentence really means "White & Company" as well as "Torrey & Company." Place a comma after "Torrey" and you place the name in parenthetical relation to all the rest, and have absolutely nothing to which it refers—White (Torrey) & Company.

"H. A.," Brooklyn, N. Y. —"One great imperishable benefit the Scotch have conferred on every English-speaking race. From Scotland came 'Auld Lang Syne.' We've all sung it, laughed and wept over it, yet no one knows who wrote the words. William Shield, who lies in Westminster Abbey, is responsible for the music, but it would be interesting to know exactly who was the author."

The earliest known version of the song was published in 1716 in volume III. of a collection called Watson's "Scots Poems," and this may be but a variation of an earlier edition. Its opening stanza runs:

"Should auld acquaintance be forgot,
And never thought upon,
The flames of love extinguished,
And freely passed and gone?"

The burden of the song was "Old long syne." In 1725 another version was published by Allan Ramsay in "Tea Table Miscellany." It ran:

"Should auld acquaintance be forgot,
Though they return with scars?
These are the noble hero's lot,
Obtained in glorious wars."

The burden of this version varied and was "As I was lang syne," "As they did lang syne," etc. The version by Robert Burns, written in 1788, and no doubt based on earlier songs whose burden was "Auld lang syne," was first published in Thomson's "Original Scottish Airs," volume 1., issued in 1793 and set to a mediocre tune. It was not until 1799 that the song set to the tune so popular to-day appeared in the third book of the same series.

That William Shield wrote this tune is by no means certain. Maitland's recent edition of "Grove's Dictionary of Music and Musicians" does not credit him with its authorship. The air is commonly believed to be an old Scottish melody, which was published and republished under different titles from the year 1757. It was known as "The Miller's Daughter"; "The Miller's Wedding"; "I fee'd a lad at Michaelmas," and was attributed to Shield merely because it was introduced at the close of his overture to "Rosina" in 1783, and was signatured "to imitate the bagpipes." Shield, who lived for forty-six years after "Rosina" was printed, never claimed the authorship of the melody, which James Duff Brown has suggested may have been inserted in the score of "Rosina" at the suggestion of William Napier, a Scottish music-publisher in London, who was one of Shield's friends.

"S. J. G.," Sandersville, Ga.—"Which is correct, 'alright' or 'all right'?"

In best usage this term is always written as two words. Formerly "alright" was in vogue, but it is now obsolete.